
APPENDIX 2-A

Alternatives Presented to the Public

These descriptions of alternatives are presented as they were at each of the events indicated in the sub-titles.

SIU 1 - Second Public Information Meeting

Alternative J

Alternative J is the southern alternative. There would be an interchange at the point near Dufrene Ponds where the alignment would leave the US 90 ROW and an interchange with a new road on the alignment of J B Green Road that is proposed as a connector between I-49 and US 90. This road would be a relocation of LA 306 from Bayou Gauche Road from US 90 to the point of intersection.

The principal advantage of J is that it would have the lowest estimate of potential wetland impact.

The principal disadvantage of J is no direct interchange with US 90 between Bayou Des Allemands and I-310 requiring the construction of the new roadway.

Although much of the alignment would traverse the Chevron Texaco property, which is not wetlands, the alignment must be elevated to provide protection from storm related flood events.

Other issues:

The proposed realignment of LA 306 and the alignment of Alternative J itself would affect the Chevron Texaco property. The indefinite plans for this property are a major issue associated with this alternative.

Near Magnolia Ridge, Alternative J would closely parallel the proposed levee right-of-way, which could result in construction phasing and maintenance issues. Realigning it to the east would lengthen it and raise additional wetland issues, while realigning it to the west would also impact wetlands and could impact local development plans.

Alternative Q

Q is a variation of J that would provide a direct interchange with US 90. In place of a new roadway, the mainline would enter the US 90 ROW between Maloney Road and a point just east of Scott Lane. In this area, US 90 would operate as a one way frontage road system and be connected to I-49 by ramps.

Advantages of Q include a direct interchange with US 90 and a shared right-of-way that would reduce right-of-way acquisition costs.

Disadvantages to Q include the taking of portions of developed property along US 90 in the area of Allen Lane, proximity to, Des Allemands Elementary and potential wetland impacts.

Other issues:

Alternative Q would have the same issues associated with the levee alignment as Alternative J and would also raise the issue of a lack of a plan for the Chevron Texaco property.

Alternative R

R, like Q, would provide a shared right-of-way and interchange with US 90, but in a less developed area closer to Paradis. The shared ROW and interchange area would be located from just east of Scott Lane to a point between C O 2 Lane and Bayou Gauche Road. When it leaves the US 90 ROW, R would turn north and join I-310 at the LA 3127 interchange.

Advantages of R include having the US 90 interchange located away from developed areas and more centrally located between Des Allemands and Paradis and having a direct connection to I-310 which potentially would result in less new construction at I-310 and US 90 and less disruption of traffic during construction.

No unique disadvantages of R have been identified. Disadvantages of R include potential wetland impacts and the construction cost of a railroad crossing.

Other issues include the lack of a plan for the Chevron Texaco property and need for coordination with Burlington Resources, a producing oil and gas field

Alternative R2

R2 is a variation of R that resulted from comments made at a meeting with regulatory agencies. The goal of R2 was to reduce potential impacts on wetlands.

No unique advantages of R2 have been identified.

Disadvantages of R2 include a potential wetland impact of almost 100 acres greater than for R. Also, R2 would have no interchange with US 90. This could be mitigated by constructing a new connecting road on the same alignment as the relocation of LA 306 proposed in Alternative J. This roadway, however, would not extend to LA 306. It would only be a spur to connect I-49 with US 90.

Other disadvantages include takings of developed properties along LA 631 and the railroad between Paradis and I-310 and the cost of a railroad crossing.

Other issues include the lack of a plan for the Chevron Texaco property and need for coordination with Burlington Resources, a producing oil and gas field

Alternative AA

AA would avoid many of the issues found in the prior alternatives. AA is based on the discarded “north of the railroad” alternative suggested by the community that required taking developed areas in Des Allemands, an alignment that did not meet design standards, and construction of a connecting road to provide a US 90 interchange.

Advantages of AA include an interchange with US 90 between LA 635 at the same point as R, between C O 2 Lane and Bayou Gauche Road. Again, this shared right-of-way with US 90 would not require expansion into developed properties. The direct

connection to I-310 would reduce construction impacts at I-310 and US 90. Another advantage is that Alternative AA would provide access to Chevron Texaco without requiring close coordination with possible development plans

Disadvantages of AA include the need for 2 railroad crossings and potential impacts to wetlands, cultural resources, and biological resources.

Other issues include a need for coordination with Burlington Resources, a producing oil and gas field.

Alternative BB

Alternate BB would share some characteristics with AA and some with the southern alignments. Advantages of BB include a single interchange with both US 90 and LA 306. This made possible by the alignment crossing from north of US 90 across both roads just west of LA 635. Another advantage is that although BB would approach I-310 from the south, there would be no conflict with the levee.

Disadvantages of BB include the need for one railroad crossing and potential impacts to wetlands, cultural resources, and biological resources.

Other issues include the lack of a plan for the Chevron Texaco property and need for coordination with Burlington Resources, a producing oil and gas field

Additional Alternatives studied in the Draft Alternatives Analysis

Alternative DD

Alternative DD would proceed northeasterly and follow the existing US 90 from Bayou Lafourche to Dufrene Ponds near Des Allemands. DD would diverge from US 90 to the southeast and parallel US 90 prior to crossing Bayou Des Allemands. Alternative DD would then proceed northerly after crossing Bayou Des Allemands and share right-of-way with US 90 prior to diverging from US 90 at LA 635. Thence, DD would proceed southeasterly and connect with I-310 from the south.

Alternative EE

Alternative EE would proceed northeasterly and follow the existing US 90 from Bayou Lafourche until Dufrene Ponds near Des Allemands. It would diverge from US 90 to the east and parallel US 90 prior to crossing Bayou Des Allemands. Alternative EE would proceed southwesterly after crossing Bayou Des Allemands and connect with I-310 from the south.

Alternative FF

Alternative FF would proceed northeasterly and follow the existing US 90 from Bayou Lafourche to Des Allemands. FF would diverge from US 90 to the southeast and then cross Bayou Des Allemands. Alternative FF would proceed northerly after crossing Bayou Des Allemands and share right-of-way with US 90 prior to diverging from US 90 near LA 635. FF would then proceed southeasterly and connect with I-310 from the south. FF was developed as a refinement of DD that is intended to minimize the visual impact concerns of the community and improve local linkage.

Alternative GG1

All Alternatives designated GG were initiated in response to the request by resource agencies that alternatives be developed that maximize the use of the existing US 90 right-of-way. Alternative GG1 would be located primarily on the existing US 90 right-of-way with changes in geometry to meet the standards for freeways. Alternative GG1 would proceed northeasterly and follow the existing US 90 from Bayou Lafourche to Des Allemands. It would diverge from US 90 to the east, cross Bayou Des Allemands, and converge with US 90 immediately after the crossing. Alternative GG1 would share the US 90 right-of-way to the extent possible given geometric requirements until diverging north from US 90 east of Paradis to connect with I-310.

Alternative GG2

Alternative GG2 would proceed northeasterly and follow the existing US 90 from Bayou Lafourche to Des Allemands. It would diverge from US 90 to the east, cross Bayou Des Allemands, and converge with US 90 after the crossing. Alternative GG2 would share the US 90 right-of-way until diverging northerly from US 90 west of Paradis. Thence, GG2 would proceed easterly to connect with I-310 from the west, north of US 90.

Alternative GG3

Alternative GG3 would proceed northeasterly and follow the existing US 90 from Bayou Lafourche to Des Allemands. GG3 would diverge from US 90 to the east, cross Bayou Des Allemands, and converge with US 90 after the crossing. Alternative GG3 would share right-of-way with US 90 prior to diverging from US 90 near LA 635. Thence, GG3 would proceed northeasterly, crossing US 90 east of Paradis. Alternative GG3 would connect with I-310 from the west, north of US 90.

Alternative JJ

Alternative JJ would proceed northeasterly and follow the existing US 90 from Bayou Lafourche to Dufrene Ponds near Des Allemands. JJ would head easterly, prior to Des Allemands, through Dufrene Ponds and cross Bayou Des Allemands. Alternative JJ would turn northerly after the crossing and share right-of-way with US 90 near LA 635. JJ would follow US 90 until Paradis and diverge from US 90 to the north. The route would then proceed easterly and connect with I-310 from the west, north of US 90.

Alternative KK

Alternative KK would proceed northeasterly and follow the existing US 90 from Bayou Lafourche to Dufrene Ponds near Des Allemands. KK would diverge from US 90 to the east and parallel US 90 prior to crossing Bayou Des Allemands. Alternative KK would converge with US 90 immediately following Bayou Des Allemands and share the US 90 right-of-way until diverging northerly from US 90 near Paradis. Thence, KK would proceed easterly to connect with I-310 from the west, north of US 90.

Alternatives developed for the connection of SIU 1 and SIU 2 based on traffic analyses and consultations**Alternatives AZ**

Alternative AZ was generated by the findings of the joint traffic analysis of Links 3 and 4 that projected a negligible number of trips in 2030 between I-310 and I-49 to the east. The mainline of I-49 in AZ would join Alternative GG3 of SIU 1 with Alternative T of SIU 2 by traveling south of existing US 90 between approximately Paul Maillard Road (LA 52) and a point south of Paradis. This route would avoid takings in the potential Environmental Justice neighborhood in Boutte north of the BNSF Railroad. Alternative AZ, from the point that I-49 separates south of Paradis, would become an extension of I-310. The trips between I-49 to the east and I-310 are at grade and located south of Paradis. This was made possible by reducing the speed of these ramps to 60 mph.

Link 2

Alternative FF2

Alternative JJ

Alternative KK

Links 2 and 3

Alternative EE2

Link 3

Alternative DD2

Alternative GG1

Alternative GG2

Alternative GG3

Third Public Information Meeting**Link 1**

Between LA 1 and Dufrene Ponds, all alternatives would closely follow the US 90 ROW.

Between the LA 308 and LA 182 interchanges, the at-grade roadway must be raised to a minimum of 8 feet to be above the 100 year flood elevation.

Between LA 182 and Bayou Des Allemands I-49 would be constructed as an elevated roadway as coastal restoration planning has a goal of eliminating barriers to natural surface flow caused by various structures including highway fill sections. In this section, the westbound lanes would be constructed between the existing ROW and the railroad while US 90 remains in operation. The new westbound lanes then would operate while the new eastbound lanes are constructed over the existing westbound lanes. The existing eastbound lanes would remain for access to existing driveways. Bridges would be constructed in line with the railroad bridges to improve flow.

At the second meeting, alternative interchange proposals were presented for both LA 308 and LA 182. At the third meeting, only one interchange configuration was presented for each location.

Link 2

Key issues in Link 2 include:

- Navigation issues associated with crossing of Bayou Des Allemands
- Potential impacts to existing development
- Potential impacts to habitat of Dufrene Ponds
- Potential visual impacts and
- Potential impacts to species of concern

Alternative FF

FF would extend from the western end of the developed area along Dufrene Ponds to approximately the intersection of US 90 and LA 635.

Alternative FF would have the following advantages:

- Less potential impact to the habitat of Dufrene Ponds compared to JJ, and
- Less potential visual impacts compared to J, Q, R, and R2 which caused comments at the second meeting, and compared to JJ

Alternative FF would have the following disadvantages:

- Impact to existing development and to Catfish Cove, a proposed subdivision
- Need to realign several navigation channels, and
- Potential impact to a species of concern.

Alternative JJ

Alternative JJ compares favorably with FF in a number of ways.

Alternative JJ would have the following advantages:

- No need to realign navigation channels
- No impacts to existing or planned development
- No potential impacts to a species of concern and
- Less potential visual impacts compared to the alternatives shown at the second meeting

Alternative JJ would have the following disadvantages:

- Potential impact to habitat of Dufrene Ponds and
- More potential visual impact than Alternative FF

Link 3

The major issues in Link 3 are:

- Potential impacts to species of concern
- Potential impact to high quality habitat
- Potential impact to wetlands
- Potential impact to existing development in Paradis and Mosella and
- Reduction of traffic congestion in these towns

Alternative JJ

Alternative JJ would have the following advantages:

- No takings of developed property
- Elimination of congestion from through traffic in Paradis and Mosella

Alternative JJ would have the following disadvantages:

- Potential impact to a species of concern
- More potential impact to high quality habitat relative to JJ in Link 3
- More potential impact to wetlands relative to JJ in Link 3
- Potential noise impacts to some developed property in Paradis

Alternative GG

Alternative GG would extend from approximately the intersection of US 90 and LA 635 to I-310. GG3 would have the following advantages:

- No impact to a species of concern
- Less potential impact to high quality habitat relative to JJ in Link 3
- Less potential impact to wetlands relative to JJ in Link 3
- Elimination of congestion from through traffic in Paradis and Mosella

Alternative GG3 has the disadvantage of taking four residential properties in Mosella on LA 631 (Old Spanish Trail).

SIU 2**Second Public Information Meeting*****Alternative T***

Alternative T would depart from the I-310 ROW at a point northeast of its interchange with LA 3127 and head southwest to northeast parallel to US 90 from Paul Maillard Road (LA 52) to Barton Avenue (LA 3060). T would join the existing US 90 between Barton Avenue and Willowdale Boulevard and continue eastward to a point near the St. Charles/Jefferson Parish line.

Alternative W

Alternative W would span southeast from the I-310/US 90 interchange, curve northeast and then to the north-northeast to pass between the Lakewood and Willowdale/Willowridge neighborhoods. W would rejoin existing US 90 between Barton Avenue and Willowdale Boulevard and continue eastward to a point near the St. Charles/Jefferson Parish line.

Alternative 1

Alternative 1 would follow the existing US 90E past the intersection with existing US 90 Business to the existing elevated portion of the Westbank Expressway near Ames Boulevard.

Alternative 2

Alternative 2 would head eastward and follow the existing US 90 to a point near the St. Charles/Jefferson Parish line. Alternative 2 would turn southeast, curving to the east to cross the Cataouatche Levee. Alternative 2 would continue eastward, then

curve north to rejoin US 90 at its intersection with US 90 Business. Alternative 2 would continue on US 90 past the intersection with US 90 Business to the existing elevated portion of the Westbank Expressway near Ames Boulevard.

Alternative 4

Alternative 4 would head eastward and follow the existing US 90 to a point near the St. Charles/Jefferson Parish line. Alternative 4 would turn southeasterly, curving to the east to cross the Cataouatche Levee and continue east. South of Avondale, Alternative 4 would turn slightly south to bypass Bayou Segnette State Park and the City of Westwego. After passing the eastern limit of Westwego, Alternative 4 would curve northward to rejoin US 90 and the existing elevated portion of the Westbank Expressway near Ames Boulevard.

Third Public Information Meeting

Alternative 3A

3A would extend from about 2.3 miles west of Bayou Gauche Road (LA 306) to just east of Paul Maillard Road (LA 52). The extension to the east assures that the US 90 connection with I-310/I-49/LA 3127 is included in the Link. Together with Link 4, 3A comprises the urbanized area of St. Charles from Paradis to Luling.

Alternative 3A evolved from the connection of SIU 1 and SIU 2 alternatives. The new roadway north of the LA 3127 interchange would become an extension of I-310. The mainline of I-49 would continue east/west across LA 3127 with an interchange that serves both this roadway and trips destined for US 90. 3A works better as a transportation facility and has lower potential impact on both natural and built environments than the other connections using the other previously presented SIU 1 and SIU 2 alternatives. 3A has the disadvantages of residential takings in Mosella on Old Spanish Trail (LA 631) and in a potential environmental justice neighborhood in Boutte. It also would require that LA 3127 south of the interchange with I-310 no longer be a control of access freeway.

Alternative 3B

3B was developed in response to comments received from the public and from the Corps of Engineers. This alternative began as one more attempt to use LA 3127 as the connection from I-49 to I-310, primarily to minimize potential impacts to wetlands, and to avoid residential takings north of the railroad in the potential environmental justice neighborhood. While geometric design requirements will not permit this exact route, the goals of minimizing potential wetland and environmental justice impacts were achieved.

Because the 2030 traffic projections for trips westbound on I-49 to northbound on I-310 and southbound on I-310 to eastbound on I-49 are negligible, FHWA agreed that the ramps making these connections could operate at less than 70 mph. This allowed the curves to have tighter radii and to be accommodated in the space available.

Unlike in 3A, LA 3127 south of the existing interchange with I-310 would continue to be a control of access freeway ending at a relocated US 90 that provides a single interchange for both of these roads with I-49.

Alternative 3B would require takings of developed property, but the number of affected residences is smaller and all the land is zoned commercial.

Alternative 4A

4A is essentially identical to previous alternatives east of Paul Maillard Road. It would provide an elevated roadway north of the BNSF Railroad until just before Barton Avenue. 4A would then cross the railroad and have an interchange with Willowdale. Barton Avenue would remain as is. The interchange would allow for a future grade separation of the railroad when the programmed relocation of LA 3060 from Barton Avenue to a new alignment is constructed.

Alternative 4B

4B has the advantages of being constructed at grade rather than elevated, of using the additional state right-of-way south of US 90, of rebuilding US 90 to current standards, and of providing a grade separated crossing of the BNSF Railroad as part of this project.

The disadvantages of 4B include the takings of some properties on the south side of US 90 that are not currently owned by the state and the disruption during construction that would result from relocating US 90. Some trips from residential areas north of the railroad would be marginally longer, but the improved safety and reliability of crossing the railroad on a grade separated structure would justify this slight increase in travel time.

Alternative 5A

Alternative 5A has always been one of the alignments under consideration. It remains on the US 90 right-of-way the entire distance from Davis Pond to Segnette Boulevard. Interchanges would be located at Live Oak and the US 90/US 90 Business intersections leading to the Huey P. Long Bridge. Ramps connecting with Lapalco are included in this area.

The advantage of 5A is that a relatively small amount of land acquisition would be required. However, there are problems with:

- Maintaining 4 lanes of traffic during construction in the section between Davis Pond and Live Oak, especially in Jefferson Parish where the existing elevation of the road is 3 feet or less, (at minimum, the frontage roads should be at an elevation of 5 ft and the mainline at 8 ft), and
- Reduction of total lane capacity in corridor relative to other alternatives under consideration,

Comments received at the last SIU 2 public meeting concerning community disruption and noise impacts in Avondale included:

- Potential environmental justice concerns, and
- Drainage coordination issues that may require additional right-of-way.

Alternative 5B

Alternative 5B, like Alternative 5C, is based on the concept of creating a new alignment to the south of US 90 in Jefferson Parish to reduce or eliminate the problems with 5A. In Jefferson, unlike in St. Charles, US 90 is not at an adequate

elevation and the land south of US 90 is a leveed area that has been under pump for many years. Wetlands occur within the levee system, but do not have natural hydrology.

Alternative 5B was created to coordinate with development planned in the area between the Avondale Homes Subdivision and Bayou Segnette Park. Operationally, Alternative 5B is conceptually the same as 5C.

Alternative 5C

Alternative 5C, previously the only alignment presented that bypassed the existing US 90 in Jefferson Parish, shares many characteristics with 5B. The primary difference is the alignment between Avondale Homes and Segnette Boulevard. While 5B runs between the subdivision and the golf course, 5C runs between the golf course and the park. Both have interchanges at South Kenner and at Nicole as well as at the US 90/US 90 Business intersection leading to the Huey P. Long Bridge.

Alternative 6

Between Segnette Boulevard and the existing completed portion of the elevated Westbank Expressway, Link 6 has only one build alignment alternative. There was a proposal earlier to connect the southern alignment discussed in 5B and 5C across the south of Bayou Segnette Park and Westwego and connect it with the Expressway in Marrero near Westwood. This was eliminated because it did not meet the Purpose and Need, especially regarding system linkage because there is no connection with the Huey P. Long Bridge.

While there is only build alignment alternative, the locations of entrance and exit ramps and other details of construction are still being studied. Traffic analysis indicates that the most efficient configuration at Westwood is to have diamond ramps, meaning an exit before the connecting road and an entrance after. This is the design that exists on the remainder of the expressway, but it is proposed that the new construction would have 1,000 feet between the exits and the connecting roadways to avoid the weaving problems often experienced at existing exits.

APPENDIX 2-B

Design Criteria

The general design criteria for the conceptual engineering line and grade study of this project are given below. Criteria not given below can be found in the state's design standards, AASHTO's *A Policy on Geometric Design of Highways and Streets* (2004) (Green Book), or *DOTD Roadway Design Procedures and Details* (2002).

1.0 Design Speed

- Rural:
 - Freeway: 70 mph
 - Diagonal Ramps: 50 mph
 - Loops: 30 mph
 - Frontage Road: Varies –see State's design standards, and 2001 AASHTO Policy
- Urban:
 - Freeway: 60 mph
 - Diagonal Ramps: 45 mph
 - Loops: 25 mph
 - Frontage Road: 30-45 mph – see State's design standards

Control Radius at proposed I-49 South ramp terminal will be designed for approximately 0.7 of the design speed of adjacent lanes.

2.0 Lane Width

- Freeway: 12 feet
- Ramps (single lane): 15 feet
- Ramps (more than 1 lane): 12 feet
- Loops: Follow Exhibit 3-54 of New Green Book (use WB-67 design vehicle)
- Frontage Roads: Varies based on classification, speed, and traffic (see State's design standards)

3.0 Shoulder Width

- Main Roadway: 10-12 feet right shoulder depending on T%
 - 6 feet left shoulder for 2 lane roadway
 - 10-12 feet left shoulder for 3 or more lanes depending on T%
- Ramps (one or more lanes): 4 feet left and 6 feet right shoulder
- Directional (two lane): 6 feet left and 10 feet right shoulder
- Arterial (Frontage Road): Varies – see state's design standards

4.0 Median Width

- Rural: 72-100 feet (36 feet minimum in restricted areas with DOTD approval)
- Urban with Continuous Barrier: 15 feet minimum (4 lane sections)
 - 27 feet minimum (6 lane or more sections)

5.0 Vertical Alignment

5.1 Stopping Sight Distance

- Freeway

- Rural 970' for 70 mph; Crest K=436 and Sag K=220 des. – 206 min
 - Urban 780' for 60 mph; Crest K=282 and Sag K=160 des. – 157 min
 - Ramps *
 - Loop 200' for 30 mph; Crest K=30 and Sag K=40
 - 155' for 25 mph; Crest K=20 and Sag K=30
 - 125' for 20 mph; Crest K=10 and Sag K=20
 - Parallel **
 - Rural: 535' for 50 mph; Crest K=133 and Sag K=115
 - Urban: 425'^a-360'^a for 45 mph (larger value applicable near urban limits); Crest K=84 - 61 and Sag K=79
 - 360'^a-305'^a for 40 mph; Crest K=61 - 44 and Sag K=64
 - Frontage Roads
 - 360' for 45 mph; Crest K=61 and Sag K=79
 - 305' for 40 mph; Crest K=44 and Sag K=64
 - 200' for 30 mph; Crest K=19 and Sag K=37
- The K values given above are the minimum required values. Actual used values may be higher.
- Minimum Vertical Curve Length
 - Rural high speed: 300 feet
 - Urban low speed: [3V] feet, where V is Design Speed, mph

5.2 Grades

- Freeway
 - Rural: 3% maximum
 - Urban: 4% maximum
- Ramps
 - Downgrade: 6 % maximum (5% for high truck volumes)
 - Upgrade: 4% maximum
- Arterial (Frontage Roads)
 - Varies – see State's design standards

6.0 Horizontal Alignment

- Freeway
 - Rural: minimum radius on structure based on SSD used for vertical alignment
 - 1,700-foot radius *****

* Sight distance applies to ramp proper and not entry/exit transition areas.

** Values shown are applicable at the proposed I-49 South ramp terminals. Minimum values at the crossroad terminals are shown for loops. Minimum values for the ramp are from the 2001 AASHTO Policy on Geometric Design subject to sight distance restrictions in footnote "a" which follows. Values to be adjusted upward for downgrades.

^a At the striped exit nose, Case B decision sight distance (based on ramp exit speed) should be provided to the back of the anticipated design year ramp queue.

Urban: minimum radius on structure based on SSD used for vertical alignment
1,100-foot radius *****

- Ramps
 - Loop:***** 150' minimum radius (urban)
 - Parallel: minimum radius on structure - based on SSD used for vertical alignment
minimum radius off structure - varies depending on location along the ramp
 - Arterial: (Frontage Roads): Varies – see state's design standards
 - Minimum Horizontal Curve Length
Freeway: 30 V feet, where V is Design Speed, mph

7.0 Clearances

- Vertical
 - Over proposed I-49 South Roadway: 16.5 feet
 - Over other roadways: Varies – see State's design standards
 - Over Rail Roads: 23 feet minimum
 - Over Rivers: As required by navigational requirements
- Horizontal
 - Freeway: 32-34 feet (60mph – 70mph) minimum with no Barriers
 - Ramps: Varies based on speed and traffic 15 feet minimum with no barriers

8.0 Ramp Terminals

- Minimum Ramp terminal spacing refer to Exhibit 10-68 of New Green Book
- Single Lane Entrances - Use Exhibits 10-70, 10-71 and standard plan SC-01.
- Single Lane Exits – Use Exhibits 10-71, 10-73 and standard plan SC-01.

9.0 Superelevation

- Maximum Rates
 - Main Roadway: 0.10 feet/feet See Exhibit 3-24 of New Green Book
 - Ramps (typical): 0.08 feet/feet. See Exhibit 3-23 of New Green Book
- Maximum Rate of Change: Varies based on speed
- Maximum Algebraic Difference:
 - 0.070 feet/feet between through lanes (or Ramps) and shoulders
 - 0.05 feet/feet between adjacent through lanes and ramps

10.0 Normal Cross Slopes

- Freeway and Ramps
 - Main Roadway: 0.025 feet/feet
 - Outside Shoulders: 0.05 feet/feet
- Arterial (Frontage Road): 0.025 feet/feet

***** When median barriers are used, horizontal SSD must be checked.

***** Radius shown applies to ramp proper and not entry/exit transition areas.

APPENDIX 2-C
I-49 SOUTH SID 1
SUMMARY OF ENVIRONMENTAL SCREENING
ALTERNATIVES

| RESOURCE | J | O | R | R2 | AA | BB | DD2 | FE2 | FF2 | GG1 | GG2 | GG3 | JJ | KK | No Build |
|---|--------|--------|--------|--------|--------|--------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| System Linkage | High | High | High | High | High | High | High | High | High | High | High | High | High | High | Low |
| National Linkage | High | High | High | High | High | High | High | High | High | High | High | High | High | High | Low |
| State Linkage | High | High | High | High | High | High | High | High | High | High | High | High | High | High | Low |
| Regional Linkage | Medium | High | High | High | High | High | Medium | Medium | High | High | High | High | High | High | Low |
| Local Linkage | Medium | High | High | High | High | High | Medium | Medium | High | High | High | High | High | High | Low |
| Hurricane Evacuation | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Travel Requirements | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Roadway Safety | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Meets Design Year Travel Requirements | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Coastal Restoration | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Improves Roadway Safety | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Economic Development | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Consistent with other Coastal Restoration Programs | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Provides Infrastructure for economic development ⁶⁰ | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Engineering | 18.43 | 18.88 | 20.04 | 20.38 | 19.75 | 18.54 | 19.10 | 18.23 | 19.15 | 19.23 | 19.80 | 19.15 | 20.55 | 19.79 | NA |
| Length (in miles) | 473.39 | 437.39 | 410.42 | 500.72 | 378.46 | 384.87 | 353.65 | 350.22 | 333.41 | 315.59 | 328.71 | 322.06 | 377.06 | 284.93 | NA |
| Additional ROW ⁶⁰ (acres) | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | NA |
| New Railroad Crossings | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | NA |
| New Navigable Water Crossings | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | NA |
| Constructability | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | None |
| Construction Complexity ⁶⁰ | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None |
| Community disruptions during construction | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None |
| Potential impacts on local residents during construction | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | None |
| Potential construction impacts to utilities | High | High | High | High | High | High | High | High | High | High | High | High | High | High | None |
| Cultural Resources | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None |
| Potential to Impact Cultural Resources | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None |
| Potential Wetlands ⁶⁰ | 213.18 | 244.66 | 214.88 | 307.97 | 248.19 | 202.91 | 154.00 | 141.79 | 129.17 | 152.59 | 194.79 | 188.23 | 201.05 | 189.35 | None |
| NWI (acres) | 42.50 | 42.42 | 42.54 | 46.01 | 6.37 | 6.55 | 43.18 | 43.27 | 13.37 | 8.96 | 9.30 | 9.60 | 50.13 | 47.51 | None |
| Open Water (acres) | 186.54 | 198.07 | 164.74 | 271.35 | 239.88 | 200.18 | 120.38 | 121.05 | 106.95 | 113.68 | 154.91 | 121.92 | 155.01 | 154.57 | NA |
| High Quality (acres) | 44.95 | 34.62 | 34.62 | 34.62 | 0.00 | 0.00 | 38.13 | 38.13 | 17.19 | 16.41 | 16.41 | 16.41 | 40.57 | 38.28 | NA |
| Medium Quality (acres) | 237.03 | 204.72 | 211.05 | 191.76 | 138.56 | 184.68 | 195.13 | 191.02 | 209.24 | 185.32 | 157.37 | 183.73 | 181.46 | 102.06 | NA |
| Low Quality (acres) | 468.42 | 437.41 | 410.41 | 500.73 | 378.44 | 384.86 | 353.84 | 350.20 | 333.38 | 315.59 | 328.69 | 322.06 | 377.04 | 284.91 | NA |
| Total (acres) | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None |
| Plant Communities | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None |
| Terrestrial Aquatic Wildlife | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None |
| Water Quality | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None |
| State Stream | Medium | Medium | Medium | Medium | High | High | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | NA |
| State Stream Impacts ⁶⁰ | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Potential Impact to Threatened and Endangered Species ⁶⁰ | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Community Impacts | 2 | 0 | 3 | 1 | 3 | 0 | 2 | 1 | 5 | 24 | 12 | 23 | 2 | 11 | 0 |
| Residential Relocation/Displacement ⁶⁰ | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 5 | 10 | 5 | 5 | 1 | 1 | 0 |
| Commercial Relocation/Displacement ⁶⁰ | 2 | 2 | 1 | 0 | 3 | 2 | 1 | 0 | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ |
| Community Feedback ⁶⁰ (positive) | 1 | 1 | 2 | 2 | 35 | 19 | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ |
| Community Feedback ⁶⁰ (negative) | 24 | 27 | 26 | 27 | 4 | 7 | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ |
| Community Feedback ⁶⁰ (NA) | 0 | 0 | 0 | 0 | 0 | 1 | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ | NA ⁶⁰ |
| Community Cohesion Impact | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | NA |
| Potential Environmental Justice Concerns | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No |
| Public Facility Access Impacts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Churches Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cemeteries Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parishes Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Schools Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Community Facilities Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aesthetic and Visual Quality | High | High | High | High | Low | Low | High | High | High | High | High | High | High | High | None |
| Potential Aesthetic and Visual Quality Impacts ⁶⁰ | High | High | High | High | Low | Low | High | High | High | High | High | High | High | High | None |
| Land Use | 237.52 | 190.88 | 184.37 | 204.11 | 119.70 | 212.60 | 225.00 | 225.13 | 225.30 | 123.46 | 103.39 | 158.39 | 166.77 | 83.06 | NA |
| Prime Farmland (acres) | 284.37 | 282.77 | 256.90 | 339.50 | 297.96 | 246.54 | 193.01 | 199.54 | 172.46 | 207.87 | 239.63 | 187.61 | 244.73 | 241.97 | NA |
| 100-yr Floodplain (acres) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Environmental Liability Concerns | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potential impacts to hazardous sites ⁶⁰ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

APPENDIX 2-C
I-49 SOUTH SUI 1
ENVIRONMENTAL SCREENING OF ALTERNATIVES BY LINK
ALTERNATIVES

| ENVIRONMENTAL SCREENING OF ALTERNATIVES BY LINK | | | | | | | | | | | | | | | | | | | |
|---|---|----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------|------|----|
| RESOURCE | Link 1 | | Link 2 | | | | | | | | | | | | | | | | |
| | All Routes | No Build | J | Q | R | R2 | AA | BB | DD2 | EE2 | FF2 | GG1 | GG2 | GG3 | JJ | KK | No Build | | |
| System Linkage | High | Low | High | High | High | High | High | High | High | High | High | High | High | High | High | High | High | Low | |
| National Linkage | High | Low | High | High | High | High | High | High | High | High | High | High | High | High | High | High | High | Low | |
| State Linkage | High | Low | High | High | High | High | High | High | High | High | High | High | High | High | High | High | High | Low | |
| Regional Linkage | High | Low | High | High | High | High | High | High | High | High | High | High | High | High | High | High | High | Low | |
| Local Linkage | High | Low | High | High | High | High | High | High | High | High | High | High | High | High | High | High | High | Low | |
| Hurricane Evacuation | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | |
| Improves Hurricane Evaluation for region | | | | | | | | | | | | | | | | | | | |
| Travel Requirements | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | |
| Meds Design Year Travel Requirements | | | | | | | | | | | | | | | | | | | |
| Roadway Safety | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | |
| Improves Roadway Safety | | | | | | | | | | | | | | | | | | | |
| Coastal Restoration | Consistent with other Coastal Restoration Programs | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | |
| Economic Development | Provides infrastructure for economic development | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | |
| Engineering | Length (in miles) | 7.07 | NA | 6.32 | 6.18 | 6.24 | 6.25 | 6.16 | 6.59 | 6.35 | 6.70 | 6.06 | 6.06 | 6.06 | 6.81 | 6.05 | NA | NA | |
| | Additional ROW (acres) | 96.72 | NA | 211.11 | 156.30 | 150.99 | 125.68 | 132.48 | 147.19 | 147.16 | 128.96 | 106.51 | 106.51 | 106.23 | 144.49 | 73.80 | NA | NA | |
| | New Railroad Crossings | 0 | NA | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NA | |
| | New Navigable Water Crossings | 0 | NA | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 | 4 | 1 | 1 | NA | NA |
| Constructability | Construction Complexity | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | None | |
| | Community disruption during construction | Low | Low | Low | Low | Low | Low | Low | Low | High | High | High | High | High | Low | High | None | None | |
| | Potential impacts to hurricane evacuation during construction | Medium | High | High | Medium | Medium | Medium | Medium | Medium | Medium | Medium | High | High | High | Medium | High | None | None | |
| | Potential construction impacts to utilities | Medium | High | High | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Medium | Low | None | None | |
| Cultural Resources | Potential to Impact Cultural Resources | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None | |
| Potential Wetlands | NWI (acres) | 22.13 | None | 71.73 | 95.10 | 81.29 | 72.58 | 115.01 | 117.19 | 70.95 | 67.07 | 46.12 | 67.61 | 67.65 | 69.68 | 62.11 | None | None | |
| | Open Water (acres) | 0.00 | None | 42.11 | 42.11 | 42.11 | 42.11 | 5.94 | 6.23 | 42.91 | 42.80 | 13.10 | 8.87 | 8.87 | 49.70 | 47.08 | None | None | |
| Natural Resource Habitat | High Quality (acres) | 27.14 | NA | 34.19 | 34.19 | 34.18 | 34.18 | 106.40 | 107.98 | 30.64 | 30.45 | 17.21 | 25.03 | 25.03 | 25.69 | 25.25 | NA | NA | |
| | Medium Quality (acres) | 0.00 | NA | 34.62 | 34.62 | 34.62 | 0.00 | 0.00 | 0.00 | 38.13 | 38.13 | 17.19 | 16.41 | 16.41 | 40.57 | 38.28 | NA | NA | |
| | Low Quality (acres) | 69.57 | NA | 136.78 | 87.49 | 82.20 | 19.47 | 28.42 | 78.42 | 78.42 | 78.58 | 92.55 | 65.07 | 64.79 | 78.23 | 10.27 | NA | NA | |
| | Total (acres) | 96.71 | NA | 206.13 | 157.18 | 156.30 | 151.00 | 125.87 | 132.47 | 147.19 | 147.16 | 128.95 | 106.51 | 106.23 | 144.49 | 73.80 | NA | NA | |
| Other Natural Resources | Plant Communities | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None | None | |
| | Terrrestrial Aquatic Wildlife | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None | None | |
| | State Scenic Streams | NA | Medium | Medium | Medium | Medium | Medium | High | High | Medium | Medium | Medium | Medium | Medium | Medium | Medium | None | NA | |
| Threatened/Endangered/Protected Species | Potential Impact to Threatened and Endangered Species | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | |
| Community Impacts | Residential Relocation/Displacement | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 10 | 0 | 9 | 0 | 0 | |
| | Commercial Relocation/Displacement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | |
| | Community Feedback (positive) | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| | Community Feedback (negative) | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| | Community Feedback (NA) | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| | Community Cohesion Impact | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Medium | Medium | Medium | Medium | Medium | NA | NA | |
| | Potential Environmental Justice Concerns | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | NA | NA | |
| | Public Facility Access Impacts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Churches Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Cemeteries Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Schools Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Other Community Facilities Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Aesthetic and Visual Quality | Potential Aesthetic and Visual Quality Impacts | Low | High | High | High | High | Low | Low | Low | High | High | High | High | High | Medium | High | None | None | |
| Land Use | Prime Farmland (acres) | 60.29 | NA | 133.83 | 67.43 | 75.96 | 73.75 | 13.01 | 17.72 | 76.65 | 76.52 | 76.97 | 29.42 | 29.14 | 77.97 | 4.04 | NA | NA | |
| | 100-yr Floodplain (acres) | 74.58 | NA | 77.67 | 77.88 | 77.88 | 118.84 | 120.06 | 68.88 | 68.68 | 48.33 | 61.66 | 61.66 | 61.66 | 66.76 | 64.00 | NA | NA | |
| Environmental Liability Concerns | Potential impacts to hazardous sites | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

APPENDIX 2-C
I-49 SOUTH SUI 1
ENVIRONMENTAL SCREENING OF ALTERNATIVES BY LINK
ALTERNATIVES

| RESOURCE | | Link 3 | | | | | | | | | | | | | | No Build | |
|--|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|--|
| System Linkage | | J | Q | R | R2 | AA | BB | DD2 | EE2 | FF2 | GG1 | GG2 | GG3 | -JJ | KK | | |
| System Linkage | National Linkage | High | High | High | High | High | High | High | High | High | High | High | High | High | High | | |
| | State Linkage | High | High | High | High | High | High | High | High | High | High | High | High | High | High | | |
| | Regional Linkage | Medium | High | High | Medium | High | High | High | Medium | High | High | High | High | High | High | | |
| | Local Linkage | Low | High | High | Low | High | High | High | Low | High | High | High | High | High | High | | |
| Hurricane Evacuation | | | | | | | | | | | | | | | | | |
| Travel Requirements | Improves Hurricane Evacuation for region | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | | |
| Roadway Safety | Meets Design Year Travel Requirements | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | | |
| Coastal Restoration | Improves Roadway Safety | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | | |
| Economic Development | Consistent with other Coastal Restoration Programs | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | |
| Engineering | Provides infrastructure for economic development ^(b) | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | | |
| Constructability | Length (in miles) | 5.04 | 5.63 | 6.67 | 7.07 | 6.60 | 5.31 | 5.44 | 4.81 | 5.38 | 6.16 | 6.67 | 5.69 | 6.67 | 6.67 | | |
| | Additional ROW ^(b) (acres) | 165.56 | 183.50 | 157.40 | 253.01 | 155.86 | 155.67 | 109.74 | 106.34 | 109.73 | 112.36 | 125.48 | 119.11 | 135.85 | 124.41 | | |
| | New Railroad Crossings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| | New Navigable Water Crossings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Potential Wetlands ^(b) | Construction Complexity ^(b) | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | | |
| | Community disruption/impacts during construction | Medium | Medium | Low | High | High | Low | Low | Low | Low | High | Low | Medium | Low | None | | |
| | Potential impacts to hurricane evacuation during construction | Low | Medium | Medium | Low | Medium | Medium | Medium | Low | Medium | High | Medium | Medium | Medium | None | | |
| | Potential construction impacts to utilities | Low | Low | Medium | Low | Medium | Medium | Medium | Low | Medium | Low | Low | Low | Low | None | | |
| Cultural Resources | Potential to impact Cultural Resources | Low | Low | Low | Low | Medium | Medium | Low | Low | Low | Low | Low | Low | Low | None | | |
| Potential Wetlands ^(b) | NWI (acres) | 119.32 | 127.43 | 111.46 | 213.26 | 111.05 | 63.59 | 60.92 | 52.59 | 60.92 | 62.85 | 105.05 | 78.45 | 109.24 | 105.11 | | |
| | Open Water (acres) | 0.39 | 0.31 | 0.43 | 3.90 | 0.43 | 0.32 | 0.27 | 0.37 | 0.27 | 0.09 | 0.43 | 0.73 | 0.43 | 0.43 | | |
| Natural Resource Habitat ^(b) | High Quality (acres) | 125.22 | 136.74 | 103.41 | 213.03 | 106.34 | 65.06 | 62.60 | 63.46 | 62.60 | 61.69 | 102.74 | 69.75 | 102.18 | 102.18 | | |
| | Medium Quality (acres) | 9.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| | Low Quality (acres) | 30.68 | 48.78 | 53.99 | 39.99 | 49.52 | 90.62 | 47.14 | 42.87 | 47.72 | 50.68 | 22.73 | 49.37 | 33.66 | 22.22 | | |
| | Total (acres) | 165.58 | 183.52 | 157.40 | 253.02 | 155.86 | 155.68 | 109.74 | 106.33 | 109.72 | 112.37 | 125.47 | 119.12 | 135.84 | 124.40 | | |
| Other Natural Resources | Plant Communities | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None | | |
| | Terrestrial/Aquatic Wildlife | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None | | |
| | Water Quality | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | Low | None | | |
| | State Sensitive Streams ^(b) | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | | |
| Threatened/Endangered Protected Species | Potential impacts to Threatened and Endangered Species ^(b) | No | No | No | No | No | No | No | No | No | No | No | No | No | No | | |
| Community Impacts | Residential Relocation/Displacement ^(b) | 0 | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 2 | 14 | 2 | 13 | 2 | 2 | | |
| | Commercial Relocation/Displacement ^(b) | 2 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 | 1 | 1 | 1 | 0 | | |
| | Community Feedback ^(b) (positive) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | | |
| | Community Feedback ^(b) (negative) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | NA ^(b) | | |
| | Community Feedback ^(b) (NA) | Medium | Medium | Low | Medium | Low | Medium | Medium | Medium | Medium | High | Low | Low | Low | NA ^(b) | | |
| Potential Environmental Justice Concerns | Community Consensus Impacts | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | | |
| | Public Facility Access Impacts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Churches Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Cemeteries Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Schools Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Other Community Facilities Impacted | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Aesthetic and Visual Quality | Potential Aesthetic and Visual Quality Impacts ^(b) | Low | Low | Low | Low | Low | Low | Low | Low | Low | High | Low | Low | Low | None | | |
| Land Use | Prime Farmland (acres) | 43.40 | 63.16 | 48.12 | 70.07 | 46.40 | 134.59 | 88.06 | 88.02 | 88.04 | 33.75 | 19.68 | 68.98 | 28.51 | 18.73 | | |
| | 100-yr Floodplain (acres) | 131.94 | 130.33 | 104.46 | 187.06 | 104.46 | 51.92 | 49.57 | 56.30 | 49.57 | 71.65 | 103.41 | 51.39 | 103.41 | 103.41 | | |
| Environmental Liability Concerns | Potential impacts to hazardous sites ^(b) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

Notes

- Ⓐ Provides infrastructure for economic development through improved access to ports, airports, industrial sectors, and tourist attractions.
- Ⓐ The above noted analysis is for potential impacts to additional rights-of-way identified for each alternative and does not include any potential impacts within the existing U.S. Highway 90 rights-of-way.
- Ⓒ Construction complexity estimates the general difficulty of construction based on the number of railroad crossings, the number of navigable water crossings, utility relocations, and right-of-way characteristics requiring excessive adjustments in grade for the construction of the mainline or the frontage roads.
- Ⓒ Potential wetlands were defined using National Wetlands Inventory data. No field verification of wetland habitat has been conducted.
- Ⓒ Natural resource habitats were categorized as high, medium or low quality based on vegetation, hydrology, existing impacts, and resource agency personnel knowledge.
- Ⓒ All alternatives cross a state scenic stream in Link 2. Louisiana Department of Wildlife and Fisheries has preliminarily identified crossings to the south of existing U.S. Highway 90 as having a lower impact than crossings to the north of U.S. Highway 90.
- Ⓒ Alternative within 1500 feet of a bald eagle's nest.
- Ⓒ Direct impact to structures only.
- Ⓐ Direct impact to structures only. Impacts to parking lots, property frontage, etc., not included in this analysis.
- Ⓒ Community Feedback was solicited for the entire routes of Alternatives J, Q, R, R2, AA, and BB. No information is available for individual links or additional alternatives.
- Ⓒ NA - Not Applicable
- Ⓐ Alternatives through Dufrene Ponds have perceived negative impacts by the public.
- Ⓒ Includes underground storage tanks (USTs), leaking USTs, small quantity generators, aboveground storage tanks, etc. as identified by an EDR database search.

SIU-2
Impact Comparison of the Build Alternatives

| RESOURCE | ALTERNATIVES | | | | | | | | | |
|---|-------------------|--------|-------------|-------------------|--------|-------------|------------------|--------|-------------|-------------------|
| | Link 3 | | Link 4 | | Link 5 | | Link 6 | | | |
| | 3A (Preferred) | 3B | No Build | 4A (Preferred) | 4B | No Build | 5A | 5B | No Build | 6A (Preferred) |
| Engineering | | | | | | | | | | |
| Length (in miles) | 7.12 | 6.95 | NA | 4.01 | 4.01 | NA | 9.35 | 11.10 | NA | 2.81 |
| Additional ROW (acres) | 365 | 371 | NA | 45 | 55 | NA | 96 | 309 | NA | 0 |
| New Railroad Crossings | 1 | 2 | NA | 1 | 2 | NA | 0 | 0 | NA | 0 |
| Improves Safety at Railroad Crossings | NA | NA | NA | No | Yes | No | NA | NA | NA | NA |
| New Navigable Water Crossings | 0 | 0 | NA | 0 | 0 | NA | 0 | 0 | NA | 0 |
| Constructability | | | | | | | | | | |
| Construction Complexity | Medium | Medium | None | Medium | Medium | None | Medium | Medium | None | Medium |
| Community Disruption/Impacts During Construction | High | High | None | Medium | High | None | High | Low | None | Medium |
| Potential Impacts to Hurricane Evacuation During Construction | Medium | Medium | None | Low | Medium | None | Medium | Low | None | Low |
| Potential Construction Impacts to Utilities | Medium | Medium | None | High | Medium | None | High | Low | None | High |
| Cultural Resources | | | | | | | | | | |
| Potential to Impact Cultural Resources | None | None | None | None | None | None | 1 ^(A) | None | None | None |
| Potential Wetlands^(B) | | | | | | | | | | |
| National Wetland Inventory (acres) | 192 | 199 | None | 45 | 55 | None | 0 | 275 | None | None |
| Vegetative Habitat Types | | | | | | | | | | |
| Disturbed (acres) | 133 | 121 | NA | 29 | 35 | NA | 279 | 203 | NA | 106 |
| Bottomland Hardwoods (acres) | 141 | 174 | NA | 15 | 18 | NA | 151 | 281 | NA | 0 |
| Cypress/Tupelo (acres) | 45 | 71 | NA | 0 | 0 | NA | 0 | 0 | NA | 0 |
| Marsh (acres) | 0 | 0 | NA | 0 | 0 | NA | 2 | 40 | NA | 0 |
| Scrub/Shrub (acres) | 6 | 6 | NA | 0 | 2 | NA | 0 | 0 | NA | 0 |
| Total | 325 | 372 | NA | 44 | 55 | NA | 432 | 524 | NA | 106 |
| Other Resources | | | | | | | | | | |
| Water Quality | Low | Low | None | Low | Low | None | Low | Low | None | Low |
| Air Quality | Low | Low | None | Low | Low | None | Low | Low | None | Low |
| Threatened/Endangered/Protected Species | | | | | | | | | | |
| Potential Impact to Threatened and Endangered Species | No ^(C) | No | No | No | No | No | No | No | No | No |

SIU-2
Impact Comparison of the Build Alternatives

| RESOURCE | ALTERNATIVES | | | | | | | | | | |
|---|-------------------|-----|-------------|-------------------|------------------|-------------|--------|------|-------------|-------------------|-------------|
| | Link 3 | | | Link 4 | | | Link 5 | | | Link 6 | |
| | 3A (Preferred) | 3B | No Build | 4A (Preferred) | 4B | No Build | 5A | 5B | No Build | 6A (Preferred) | No Build |
| Community Impacts | | | | | | | | | | | |
| Residential Relocation/Displacement ^(D) | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Non-residential Relocation/Displacement ^(E) | 6 | 11 | 0 | 1 | 33 | 0 | 5 | 5 | 0 | 0 | 0 |
| Other Potential ROW Impacts ^(F) | 0 | 2 | 0 | 1 | 7 | 0 | 5 | 3 | 0 | 0 | 0 |
| Neighborhood Cohesion Impact | High | Low | NA | Low | Low | NA | Low | Low | NA | Low | NA |
| Potential Environmental Justice Concerns | Yes | No | No | No | No | No | No | No | No | No | No |
| Public Facility Access Impacts | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Churches, Cemeteries and Schools Impacted | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parks Impacted ^(G) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Community Facilities Impacted | 0 | 1 | 0 | 0 | 4 ^(H) | 0 | 0 | 0 | 0 | 0 | 0 |
| Unabated Noise | | | | | | | | | | | |
| Impacted Residential Receptors | 99 | 26 | 49 | 8 | 13 | 8 | 78 | 25 | 40 | 285 | 95 |
| Impacted Non-Residential Receptors | 4 | 4 | 19 | 13 | 9 | 15 | 17 | 8 | 9 | 163 | 145 |
| All Receptors Receiving a 5 dBA or Greater Noise Reduction from Re-routed Traffic | 37 | 63 | 0 | 0 | 0 | 0 | 0 | 254 | 0 | 0 | 0 |
| Aesthetic and Visual Quality | | | | | | | | | | | |
| Potential Aesthetic and Visual Quality Impacts | Low | Low | None | Low | Low | None | Medium | High | None | Low | None |
| Land Use | | | | | | | | | | | |
| Prime Farmland (acres) | 90 | 84 | NA | 15 | 10 | NA | TBD | TBD | NA | 0 | NA |
| FEMA 100-Year Flood Zone (acres) | 201 | 251 | NA | 13 | 43 | NA | 347 | 443 | NA | 26 | NA |
| Environmental Liability Concerns | | | | | | | | | | | |
| Potential Impacts to Hazardous Sites ^(I) | 0 | 3 | 0 | 0 | 3 | 0 | 11 | 4 | 0 | 2 | 0 |

NA - Not Applicable

^(A) Potential impacts to archaeological Site 16JE29.

^(B) Potential wetlands are defined by the NWI and minimal field verification. Acreage includes total of NWI wetlands in existing and additional ROW.

^(C) Within 1,500 feet of a species of concern; however, preliminary consultations with USFWS indicate adverse impacts unlikely.

^(D) Direct impact to structures only.

^(E) Reduction of parking, realignment of access, or other infrastructure, relocation of structures or facilities in existing ROW, and relocation of structures or facilities partially in existing ROW.

^(F) Includes named businesses, vacant commercial buildings, vacant office suites, utility substations, salvage yards, auto dealerships, community buildings, and farm buildings.

^(G) Impacted park is not 4(f) or 6(f). It is a rest area at US 90/US 90 Business interchange

^(H) Includes Louisiana Public Health Unit, American Red Cross, and RSVP Senior Center as well as indirect impacts to parking area at the St. Charles Parish Library.

^(I) Underground storage tanks, leaking underground storage tanks, small quantity generators, aboveground storage tanks, etc., identified by EDR database search and field observations.

APPENDIX 4-A

Houses of Worship and Cemeteries

Des Allemands

- Anitoch Baptist Church
- Assembly of God
- Community Assembly of God
- Des Allemands Baptist Church
- Des Allemands Mennonite
- First Assembly of God
- Graham-Schmill Cemetery
- St. Gertrude Catholic Church

Paradis

- First Baptist Church
- St. Andrews Episcopal Church
- St. John the Baptist Catholic Church
- Shell Mound Cemetery

Boutte

- Boutte Assembly of God
- Mount Airy Baptist Church
- Mount Airy Memorial Park
- Old Mount Airy Cemetery
- Mount Zion Baptist Church
- St. Mary's Cemetery
- West St. Charles Baptist Church
- Youngs Cemetery

Luling

- Believers Fellowship
- Bell Baptist Church
- Bible Center Church
- Church of Christ
- Church of Jesus Christ of Latter Day Saints
- First Baptist Church
- First Baptist Weekday Early Education School
- First Christian Community Church
- First Pentecostal Church
- First Union Presbyterian Church
- Grace Christian Fellowship
- Holy Family Church
- Jehovah's Witness Kingdom Hall Luling
- United Methodist Missions, Inc.
- New Way Outreach Ministries
- Rhema Fellowship Christian Center
- St. Anthony's Church
- St. Charles Cemetery

- St. Mary Baptist Church
- Word of Liberty Christian

Waggaman/Avondale

- Our Lady of the Angels
- First Baptist Church of Waggaman
- Second St John Baptist Church
- Avondale Church of God in Christ
- Word of Faith Temple Baptist
- Baha'i Center-Jefferson
- Mt Herman Baptist Church
- Little Zion Baptist Church
- New Generation of Faith Missionary
- Assumption of Mary Church
- Faith Temple Church of God
- First Baptist Church-Avondale
- St Bonaventure Church
- Fountain of Life Fellowship
- Iglesia Fuego Ardiente
- Restlawn Park Cemetery
- Holy Angels (Waggaman) Cemetery

Bridge City

- Bridge City Baptist Church Pastorium
- Ekklesia Bible Fellowship
- First King Solomon Missionary Baptist Church
- Holy Guardian Angels Church
- Mt Zion AME Church
- Moses Baptist Church
- New Jerusalem Baptist Church
- Good Samaritan Service
- Bible Tabernacle Church
- Third Emanuel Baptist Church
- Second Salvation Baptist Church

Westwego/Marrero

- Ephesus Missionary Baptist Church
- New Life Fellowship
- First Baptist Church of Westwego
- Greater Zion Field Missionary Baptist Church
- Joy in Harvest
- Westwego Church of God in Christ
- Our Lady of Prompt Succor
- Tabernacle Church
- Church of God of Prophecy
- True Vine Baptist Church
- True Love Full Gospel Ministries
- Vineyard Ministries

- Shiloh Missionary Baptist Church
- Baptist Church of the Good Shepherd of Marrero
- Cornerstone Christian Center
- Greater King Solomon Full Gospel Baptist Church
- Iglesia de Dios El Shaddai
- Macedonia Baptist Church
- New Jerusalem Christian Church
- West Marrero Baptist Church
- Little Zion Baptist Church
- Jehovah's Witnesses Kingdom Hall
- Westbank Cathedral
- Firehouse Full-Gospel Ministries
- Good Shepherd Lutheran Church
- Saint Agnes Le Thi Thanh
- Fulfilling Gospel Ministry
- New Zion Baptist Church
- Heavenly Star Missionary Baptist
- New Salem Church of Christ Holiness USA
- Progressive Baptist Church
- Rock of Ages Baptist Church
- Second Zion Baptist Church
- True Hope Church of God in Christ

APPENDIX 4-B

Letters Regarding Scenic Streams and Protected Species



Dwight Landreneau
Secretary

Department of Wildlife & Fisheries
Post Office Box 98000
Baton Rouge, LA 70898-9000
(225) 765-2800

Kathleen Babineaux Blanco
Governor

Name Barbara C. Benson
Company Providence Engineering & Environmental Group LLC
Street Address PO Box 84380
City, State, Zip Baton Rouge, LA 70884-4380
Project State Project No. 700-92-0011 - F.A.P. No. HP-9201(501)
SIU1 I-49 Highway Upgrade - Lafourche & St. Charles Parishes, LA
Providence Engineering No. 115-001
Date March 16, 2004
Invoice Number 04031603

Personnel of the Habitat Section of the Fur and Refuge Division have reviewed the preliminary data for the captioned project. Your project area is in the coastal zone. Contact the State of Louisiana Department of Natural Resources Coastal Management Division to determine if a coastal use permit is required. Your project crosses Bayou Des Allemands Natural and Scenic Stream. Please contact Keith Cascio with this department at 318-343-4044 to determine the effects of the proposed project on the stream. Our database indicates the Lac Des Allemands Area Marsh Management Program (MMP) occurs near your project area. Please contact the LA Land & Exploration Co. at 504-566-6500 to coordinate activity.

The pallid sturgeon (*Scaphirhynchus albus*), a state and federally listed endangered species, is confined to the Mississippi and Atchafalaya rivers in southern Louisiana. This species requires large and free-flowing riverine habitat; it occurs in strong current over firm gravel or sandy substrate. The Pallid sturgeons are adapted for living close to the bottom of large, shallow rivers with sand and gravel bars. The primary reason for their decline is believed to be loss of habitat caused by the construction of dams that have modified flows, reduced turbidity, and lowered water temperatures.

The Paddlefish (*Polyodon spathula*) holds a state rank of S3 and is considered rare in Louisiana. Possession of this species is prohibited by the LA Department of Wildlife and Fisheries. This species occurs in the larger streams and connected waters throughout the Mississippi drainage and the Great Lakes. Its habitat includes slow-flowing water of large and medium-sized rivers, river-margin lakes, channels, oxbows, backwaters, impoundments with access to spawning areas. This species prefers depths greater than 1.5 m, seeks deeper water in late fall and winter, and may congregate near human-made structures that create eddies and reduce current velocity. It spawns in fast shallow water over gravel bars, including significant tail water sections below upstream impoundments. The paddlefish is threatened by siltation of spawning habitat, pollution, back-to-back impoundments, and, in some areas, exploitation by the caviar industry. Habitat destruction and river modification are the most obvious changes affecting abundance and distribution. Construction and operation of dams on main stem streams has had severe impacts. We advise you to take the necessary measures in order to avoid any degradation of water quality of streams/canals. If you have any questions, please contact LNHP zoologist Inés E. Maxit at 225-765-

An Equal Opportunity Employer

2820.

Our database indicates that manatees (*Trichechus manatus*) have been observed in surrounding waterbodies of your project area. Manatees are large, endangered mammals inhabiting both fresh and salt water. Although most manatees are year round residents of Florida or central America, they have been known to migrate to areas along the Atlantic and Gulf coast during the summer months. A list of manatee accounts compiled by the Louisiana Natural Heritage Program shows that since 1943 manatees have been recorded in the Lake Pontchartrain and Lake Borgne area, Mississippi River in Plaquemines Parish, and water bodies of Terrebonne, La Fourche and St. Mary Parish. We do not anticipate any negative impacts to this species, however employees should be cautioned to follow manatee safety rules explained in the attached pamphlet. If any Manatees are sighted please contact LNHP Zoologist Inés Maxit at 225-765-2820.

Our database indicates numerous observations of waterbird nesting colonies (rookeries) in your project area. Rookeries can move from year to year and no current information is available on the status of these rookeries. No activity is permitted within 300 meters around rookeries during the breeding season which is generally March 15-July 15. You will need to survey the area for rookeries if work is planned during this time period. If you have any questions please call LNHP Zoologist Inés Maxit at 225-765-2820.

Our database also indicates 1997 and 2002 observations of a bald eagle nests in the area of your project. The bald eagle (*Haliaeetus leucocephalus*) is provided a threatened status on the federal species list and an endangered status on the state species list. The following sections contain nests that are within one mile of Highway 90:

Human activities, both short-term and long-term, and alteration of habitat may affect the reproductive success of nesting eagles. In the Southeast, the nesting period of most eagle pairs will fall between October 1 and May 15. Disturbance during this critical period may lead to nest abandonment, cracked and chilled eggs, and exposure of small young to the elements. Human activity (including aircraft operation) near a nest late in the nesting cycle may cause flightless birds to jump from the nest tree. We recommend that there be no activity within a 1,500-foot radius (457meters) from the nest tree at any time (nesting area). A buffer zone should be arranged to be contiguous to feeding area and provide protected access between nests and the food source; it should be approximately circular and with a minimum radius of 1 mile (1,609 meters) from the nest tree. In general, no major activities should occur during the nesting period. Even intermittent use or activities of short duration are likely to provide such disturbance (ex. Logging, seismographic activities w/explosives, mining, low level aircraft operations). Acceptable minor activities within this buffer zone include hiking, bird watching, camping, and recreational off-road vehicle use. If you have any questions please call LNHP Zoologist Inés Maxit at 225-765-2820.

Other recommendations:

- Existing nests are often rebuilt and occupied after years of inactivity and, therefore, cannot be removed or destroyed even though they have been seemingly abandoned. Non-nest trees within the nesting area should also be protected until the nest tree is destroyed by the elements.
- Eliminate the use of toxic chemicals in the watersheds of lakes and rivers where eagles feed.
- Discourage the construction of buildings along shorelines where eagles feed.
- There must be no clear-cut or high-grade logging along the shore line of feeding waters. This will prevent the removal of large trees preferred by eagles for hunting, roosting, and loafing perches.
- If possible, prevent or reduce shoreline erosion to protect roost or perch trees.
- Within the nesting area, no large tree should be removed. Within the buffer zone, a minimum of three to five large trees should be saved for potential roost and perch trees. Characteristically, these should be the largest trees in the timber stand which provide safety from any threat from the ground. Trees with open crowns and stout lateral limbs are preferable.

Our database also indicates a 1967 observation of rooted spike-rush (*Eleocharis radicans*) in your project area near Highway 90 in section 39, township 15 south, range 19 east, Laforche Parish. While no legal protection is afforded this species, it does hold a state rank of S1? And is believed to be critically imperiled in Louisiana.

Our database also indicates a 1988 observation of a live oak forest natural community on the outskirts of your indicated project area along Grand Bayou in and about section 23, township 14 south, range 20 east, St. Charles Parish. This natural community holds a state rank of S2S3 and is considered imperiled/rare in Louisiana. Please be sure to minimize impacts to this community.

In reviewing our database, no other rare, threatened, or endangered species or critical habitats were found within the area of the captioned project that lies in Louisiana. No other state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries. The Louisiana Natural Heritage Program has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. The Louisiana Natural Heritage Program requires that this office be acknowledged in all reports as the source of all data provided here. If you have any questions or need additional information, please call Louisiana Natural Heritage Program Data Manager Jill Kelly at (225) 765-2643.

Sincerely,


Gary Lester, Coordinator
Natural Heritage Program

Cc: Keith Cascio

EXPLANATION OF RANKING CATEGORIES EMPLOYED BY NATURAL HERITAGE PROGRAMS NATIONWIDE

Each element is assigned a single global rank as well as a state rank for each state in which it occurs. Global ranking is done under the guidance of NatureServe, Arlington, VA. State ranks are assigned by each state's Natural Heritage Program, thus a rank for a particular element may vary considerably from state to state. Federal ranks are designated by the U.S. Fish & Wildlife Service under the provisions of the Endangered Species Act of 1973.

FEDERAL RANKS (USESA FIELD):

LE = Listed Endangered

LT = Listed Threatened

PE = Proposed endangered

PT = Proposed Threatened

C = Candidate

PDL = Proposed for delisting

E (S/A) or T (S/A) = Listed endangered or threatened because of similarity of appearance

XE = Essential experimental population

XN = Nonessential experimental population

No Rank = Usually indicates that the taxon does not have any federal status. However, the name of potential lag time between publication in the Federal Register and entry in the federal databases and state databases, some taxa may have a status which does not yet appear.

(Rank) = Combination values in parenthesis = The taxon itself is not named in the Federal Register as having U.S. ESA status. However, all of its infraspecific taxa (worldwide) do have official status. The statuses of the infraspecific taxa are the statuses that apply to infraspecific taxa or populations within the taxon. *THE SPECIES IS CONSIDERED TO HAVE A COMBINATION STATUS IN LOUISIANA*

(PS) = partial status = Status in only a portion of the species' range. Typically indicated in a "full" species record where an infraspecific taxon or population has U.S. ESA status, but the entire species does not. *THE SPECIES DOES NOT HAVE A STATUS IN LOUISIANA*

(PS: Rank) = partial status = Status in only a portion of the species' range. The value of that status appears because the element status does not have an individual entry in NatureServe. *THE SPECIES MAY HAVE A STATUS IN LOUISIANA*

GLOBAL ELEMENT RANKS:

G1 = critically imperiled globally because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extinction

G2 = imperiled globally because of rarity (6 to 20 known extant populations) or because of some factor(s) making it very vulnerable to extinction throughout its range

G3 = either very rare and local throughout its range or found locally (even abundantly at some of its locations) in a restricted range (e.g., a single physiographic region) or because of other factors making it vulnerable to extinction throughout its range (21 to 100 known extant populations)

G4 = apparently secure globally, though it may be quite rare in parts of its range, especially at the periphery (100 to 1000 known extant populations)

G5 = demonstrably secure globally, although it may be quite rare in parts of its range, especially at the periphery (1000+ known extant populations)

GH = of historical occurrence throughout its range; i.e., formerly part of the established biota, with the possibility that it may be rediscovered (e.g., Bachman's Warbler)

GU = possibly in peril range-wide, but status uncertain; need more information

G? = rank uncertain. Or a range (e.g., G3G5) delineates the limits of uncertainty

GQ = uncertain taxonomic status

GX = believed to be extinct throughout its range (e.g., Passenger Pigeon) with virtually no likelihood that it will be rediscovered

T = subspecies or variety rank (e.g., G5T4 applies to a subspecies with a global species rank of G5, but with a subspecies rank of G4)

STATE ELEMENT RANKS:

S1 = critically imperiled in Louisiana because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extinction

S2 = imperiled in Louisiana because of rarity (6 to 20 known extant populations) or because of some factor(s) making it very vulnerable to extinction

S3 = rare and local throughout the state or found locally (even abundantly at some of its locations) in a restricted region of the state, or because of other factors making it vulnerable to extinction (21 to 100 known extant populations)

S4 = apparently secure in Louisiana with many occurrences (100 to 1000 known extant populations)

S5 = demonstrably secure in Louisiana (1000+ known extant populations)

(B or N) may be used as qualifier of numeric ranks and indicating whether the occurrence is breeding or nonbreeding)

SA = accidental in Louisiana, including species (usually birds or butterflies) recorded once or twice or only at great intervals hundreds or even thousands of miles outside their usual range

SH = of historical occurrence in Louisiana, but no recent records verified within the last 20 years; formerly part of the established biota, possibly still persisting

SR = reported from Louisiana, but without conclusive evidence to accept or reject the report

SU = possibly in peril in Louisiana, but status uncertain; need more information

SX = believed to be extirpated from Louisiana

SZ = transient species in which no specific consistent area of occurrence is identifiable



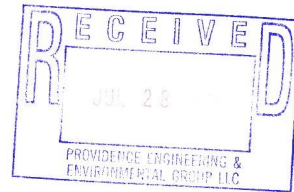
United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

July 21, 2003

Ms. Kerry Higgins
Senior Environmental Scientist
Providence Engineering & Environmental Group, LLC
Post Office Box 84380
Baton Rouge, Louisiana 70884



Dear Ms. Higgins:

Please reference your June 17, 2003, letter requesting threatened bald eagle (*Haliaeetus leucocephalus*) and colonial nesting bird information within the proposed U.S. Interstate 49 (I-49) Section of Independent Utility 1 from Raceland to the Davis Pond Diversion [State Project No. 700-92-0011 and; Federal Aid Project No. HP-9201(501)] project area, in St. Charles and Lafourche Parishes, Louisiana. The U.S. Fish and Wildlife Service (Service) offers the following comments in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Migratory Bird Treaty Act (40 Stat. 755, as amended; 16 U.S.C. 703 et seq.), and the National Environmental Policy Act (NEPA) of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.).

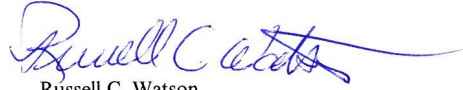
The Service has produced the enclosed map to assist you in formulating alternative alignments that will be evaluated during the ongoing NEPA review process. That map provides bald eagle nest and wading bird nesting colony locations within the project area to assist you in developing corridors that consider the Service's trust fish and wildlife resources. Please note that this map was produced using the Louisiana Department of Wildlife and Fisheries (LDWF), Natural Heritage Program's proprietary data, and is being distributed to you for project planning purposes only. Please contact Gary Lester at LDWF if you need further information regarding approved uses of the referenced proprietary data.

Within the proposed project area, eagle nests and wading bird nesting colonies not currently listed in the LDWF database may be present. Therefore, the Service recommends that a qualified biologist inspect all proposed alignments in the final alternative array for the presence of undocumented eagle nests and wading bird nesting colonies prior to the selection of a preferred alternative.

The Service looks forward to providing more detailed comments during the continuing development and future evaluation of alternative alignments. We appreciate the opportunity to

provide technical assistance during the early planning stages of this proposed project. If you need further assistance please contact Derek Hamilton (337/291-3138) of this office.

Sincerely,



Russell C. Watson
Acting Field Supervisor
Louisiana Field Office

enclosure

cc: FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA (with enclosure)



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
P.O. Box 26567 (MC-9)
Albuquerque, New Mexico 87125-6567



IN REPLY REFER TO:

ER 07/118
File 9043.1

April 4, 2007

Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Ms. Ardoin:

Subject: COMMENTS on the Draft Environmental Impact Statement (DEIS) for I-49 Upgrade, Raceland to Westbank Expressway in the US-90 Corridor, Federal Aid Project No. HP-9201(501) and State Project No. 700-92-0011, Jefferson Parish, Louisiana

The U.S. Department of the Interior has reviewed the subject DEIS and offers the following comments in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the National Environmental Policy Act (83 Stat. 852; 42 U.S.C. 4321-4347).

General Comments

The Lafayette, Louisiana, Field Office of the Fish and Wildlife Service has been actively involved in the scoping and development process for the subject DEIS since its inception. As a result, the Department's Federal-trust resource issues have been adequately identified and addressed in the DEIS. The document is generally well-written, well-organized, and provides an adequate description of the potential impacts associated with each alternative. The Department agrees with, and supports, the selection of the preferred project plan, since we believe it is the least environmentally damaging alternative.


Specific Comment

Chapter 5, Table 5-7 and Chapter 6.2.4: The wetland impact table in Chapter 5 identifies a 25.5-acre impact to a marsh, yet the section in Chapter 6 referencing compensatory mitigation only mentions a proposal (i.e., purchase credits in the Paradis Mitigation Bank) to offset impacts to

forested wetlands. The Department recommends that the Final EIS provide a commitment to compensate in-kind for impacts to tidally influenced marsh.

We appreciate the opportunity to provide these comments. If you have any questions pertaining to our comments or require further information, please contact Patti Holland of the Service's Lafayette, Louisiana, Field Office (337/291-3121).

Sincerely,


Stephen R. Spencer
Regional Environmental Officer

cc: Mark Stinson, Federal Highway Administration, Baton Rouge, LA
U.S. Environmental Protection Agency, Dallas, TX
U.S. Army Corps of Engineers, Regulatory Functions, New Orleans, LA
Louisiana Department of Wildlife and Fisheries, Baton Rouge, LA
National Marine Fisheries Service, Baton Rouge, LA
Louisiana Department of Natural Resources/Coastal Management Division,
Baton Rouge, LA

APPENDIX 4-C Avian Community in the Study Area

| Common Name | Scientific Name | Habitat | Migratory Status |
|----------------------------|---------------------------------|----------|-----------------------------------|
| Pied-billed Grebe | <i>Podilymbus podiceps</i> | Water | Breeding, wintering and transient |
| Anhinga | <i>Anhinga anhinga</i> | Water | Breeding, wintering and transient |
| Double-crested Cormorant | <i>Phalacrocorax auritus</i> | Water | Breeding, wintering and transient |
| Black-crowned Night Heron | <i>Nycticorax nycticorax</i> | Water | Breeding, wintering and transient |
| Yellow-crowned Night Heron | <i>Nycticorax violacea</i> | Water | Breeding, wintering and transient |
| Tricolor/Louisiana Heron | <i>Egretta tricolor</i> | Water | Breeding transient |
| Little Blue Heron | <i>Egretta caerulea</i> | Water | Breeding, wintering and transient |
| Great Blue Heron | <i>Ardea herodias</i> | Water | Breeding, wintering and transient |
| Green-backed Heron | <i>Butorides striatus</i> | Water | Breeding, wintering and transient |
| Cattle Egret | <i>Bubulcus ibis</i> | Water | Breeding, wintering and transient |
| Snowy Egret | <i>Egretta thula</i> | Water | Breeding, wintering and transient |
| Great Egret | <i>Casmerodius albus</i> | Water | Breeding, wintering and transient |
| Glossy Ibis | <i>Plegadis falcinellus</i> | Water | Breeding wintering |
| White Ibis | <i>Eudocimus albus</i> | Water | Breeding, wintering and transient |
| White-faced Ibis | <i>Plegadis chihi</i> | Water | Breeding, wintering and transient |
| Roseate Spoonbill | <i>Ajaia ajaia</i> | Water | Breeding, wintering and transient |
| Mallard | <i>Anas platyrhynchos</i> | Water | Breeding wintering |
| Mottled Duck | <i>Anas fulvigula</i> | Water | Breeding resident |
| Wood Duck | <i>Aix sponsa</i> | Water | Breeding wintering |
| Hooded Merganser | <i>Lophodytes cucullatus</i> | Water | Breeding wintering |
| Blue-winged Teal | <i>Anas discors</i> | Water | Breeding, wintering and transient |
| Green-winged Teal | <i>Anas crecca</i> | Water | Wintering |
| Gadwall | <i>Anas strepera</i> | Water | Wintering |
| Common Moorhen | <i>Gallinula chloropus</i> | Water | Breeding, wintering and transient |
| Black-necked Stilt | <i>Himantopus mexicanus</i> | Water | Breeding, wintering and transient |
| Belted Kingfisher | <i>Ceryle alcyon</i> | Water | Breeding wintering |
| Osprey | <i>Pandion haliaetus</i> | Water | Breeding, wintering and transient |
| Turkey Vulture | <i>Cathartes aura</i> | Forested | Breeding, wintering and transient |
| Black Vulture | <i>Cathartes atratus</i> | Forested | Breeding resident |
| Mississippi Kite | <i>Ictinia mississippiensis</i> | Forested | Breeding transient |
| Red-shouldered Hawk | <i>Buteo lineatus</i> | Forested | Breeding wintering |
| Broad-winged Hawk | <i>Buteo platypterus</i> | Forested | Breeding transient |
| Wild Turkey | <i>Meleagris gallopavo</i> | Forested | Breeding resident |
| Yellow-billed cuckoo | <i>Coccyzus americanus</i> | Forested | Breeding transient |
| Great Horned Owl | <i>Bubo virginianus</i> | Forested | Breeding resident |
| Barred Owl | <i>Strix varia</i> | Forested | Breeding resident |
| Eastern Screech Owl | <i>Otus asio</i> | Forested | Breeding resident |

| Common Name | Scientific Name | Habitat | Migratory Status |
|-------------------------------|-----------------------------------|---------------------|-----------------------------------|
| Ruby-throated Hummingbird | <i>Archilochus colubris</i> | Forested | Breeding transient |
| Northern Flicker | <i>Colaptes auratus</i> | Forested | Breeding wintering |
| Red-bellied Woodpecker | <i>Melanerpes carolinus</i> | Forested | Breeding resident |
| Downy Woodpecker | <i>Picoides pubescens</i> | Forested | Breeding resident |
| Hairy Woodpecker | <i>Picoides villosus</i> | Forested | Breeding resident |
| Pileated Woodpecker | <i>Dryocopus pileatus</i> | Forested | Breeding resident |
| Great-crested Flycatcher | <i>Myiarchus crinitus</i> | Forested | Breeding transient |
| Acadian Flycatcher | <i>Empidonax virescens</i> | Forested | Breeding transient |
| Northern Rough-winged Swallow | <i>Stelgidopteryx serripennis</i> | Forested | Breeding transient |
| Barn Swallow | <i>Hirundo rustica</i> | Forested | Breeding transient |
| Blue Jay | <i>Cyanocitta cristata</i> | Forested | Breeding wintering |
| American Crow | <i>Corvus brachyrhynchos</i> | Forested | Breeding wintering |
| Fish Crow | <i>Corvus ossifragus</i> | Forested | Breeding wintering |
| Tufted Titmouse | <i>Parus bicolor</i> | Forested | Breeding resident |
| Carolina Chickadee | <i>Parus carolinensis</i> | Forested | Breeding resident |
| Carolina Wren | <i>Thryothorus ludovicianus</i> | Forested | Breeding resident |
| Blue-gray Gnatcatcher | <i>Polioptila caerulea</i> | Forested | Breeding, wintering and transient |
| Wood Thrush | <i>Hylocichla mustelina</i> | Forested | Breeding transient |
| Gray Catbird | <i>Dumetella carolinensis</i> | Forested | Breeding, wintering and transient |
| Brown Thrasher | <i>Toxostoma rufum</i> | Forested | Breeding wintering |
| White-eyed Vireo | <i>Vireo griseus</i> | Forested | Breeding, wintering and transient |
| Red-eyed Vireo | <i>Vireo olivaceus</i> | Forested | Breeding transient |
| Prothonotary Warbler | <i>Protonotaria citrea</i> | Forested | Breeding transient |
| Northern Parula | <i>Parula americana</i> | Forested | Breeding transient |
| Yellow-throated Warbler | <i>Dendroica dominica</i> | Forested | Breeding, wintering and transient |
| Kentucky Warbler | <i>Oporornis formosus</i> | Forested | Breeding transient |
| Hooded Warbler | <i>Wilsonia citrina</i> | Forested | Breeding transient |
| Swainson's Warbler | <i>Limnethlypsis swainsonii</i> | Forested | Breeding transient |
| Yellow-breasted Chat | <i>Icteria virens</i> | Forested | Breeding transient |
| Northern Cardinal | <i>Cardinalis cardinalis</i> | Forested | Breeding resident |
| Indigo Bunting | <i>Passerina cyanea</i> | Forested | Breeding transient |
| Painted Bunting | <i>Passerina ciris</i> | Forested | Breeding transient |
| Rufous-sided Towhee | <i>Pipilo erythrophthalmus</i> | Forested | Breeding wintering |
| Orchard Oriole | <i>Icterus spurius</i> | Forested | Breeding transient |
| Baltimore Oriole | <i>Icterus galbula galbula</i> | Forested | Breeding transient |
| Summer Tanager | <i>Piranga rubra</i> | Forested | Breeding transient |
| Bald Eagle | <i>Haliaeetus leucocephalus</i> | Marsh, Swamp | Breeding, wintering and transient |
| Killdeer | <i>Charadrius vociferus</i> | Open (agricultural) | Breeding, wintering and transient |
| Red-tailed hawk | <i>Buteo jamaicensis</i> | Open (agricultural) | Breeding wintering |

| Common Name | Scientific Name | Habitat | Migratory Status |
|------------------------|------------------------------|---------------------|-----------------------------------|
| American Kestrel | <i>Falco sparverius</i> | Open (agricultural) | Breeding wintering |
| Northern Harrier | <i>Circus cyaneus</i> | Open (agricultural) | Wintering |
| Mourning Dove | <i>Zenaidura macroura</i> | Open (agricultural) | Breeding, wintering and transient |
| Eurasian Collared Dove | <i>Streptopelia decaocto</i> | Open (agricultural) | Breeding resident |
| Common Barn Owl | <i>Tyto alba</i> | Open (agricultural) | Breeding resident |
| Eastern Kingbird | <i>Tyrannus tyrannus</i> | Open (agricultural) | Breeding transient |
| Eastern Bluebird | <i>Sialia sialis</i> | Open (agricultural) | Breeding wintering |
| Loggerhead Shrike | <i>Lanius ludovicianus</i> | Open (agricultural) | Breeding wintering |
| Northern Mockingbird | <i>Mimus polyglottos</i> | Open (agricultural) | Breeding wintering |
| European Starling | <i>Sturnus vulgaris</i> | Open (agricultural) | Breeding resident |
| Blue Grosbeak | <i>Guiraca caerulea</i> | Open (agricultural) | Breeding transient |
| Eastern Meadowlark | <i>Sturnella magna</i> | Open (agricultural) | Breeding wintering |
| Red-winged Blackbird | <i>Agelaius phoeniceus</i> | Open (agricultural) | Breeding wintering |
| Brown-headed Cowbird | <i>Molothrus ater</i> | Open (agricultural) | Breeding wintering |
| Bronzed Cowbird | <i>Molothrus bonariensis</i> | Open (agricultural) | Breeding resident |
| Common Grackle | <i>Quiscalus quiscula</i> | Open (agricultural) | Breeding resident |
| Boat-tailed Grackle | <i>Quiscalus major</i> | Open (agricultural) | Breeding resident |
| American Woodcock | <i>Scelopax minor</i> | Open (agricultural) | Wintering |

Data compiled from the following documents:

BTNEP #21

USFWS Biological Report 85(7.13)

NRCS Lac des Allemands River Basin Initiative Final Report

APPENDIX 4-D

Reptiles and Amphibians in the Study Area

| ORDER | COMMON NAME | SCIENTIFIC NAME |
|-------------------|----------------------------|---------------------------------------|
| <i>Squamata</i> | Racer | <i>Coluber constrictor</i> |
| | Ring-necked snake | <i>Diadophis punctatus</i> |
| | Corn snake | <i>Elaphe guttata</i> |
| | Rat snake | <i>Elaphe obsoleta</i> |
| | Mud snake | <i>Farancia abacura</i> |
| | Eastern hog-nosed snake | <i>Heterodon platyphinos</i> |
| | Common king snake | <i>Lampropeltis getulus</i> |
| | Milk snake | <i>Lampropeltis triangulum</i> |
| | Saltmarsh snake | <i>Nerodia clarkii</i> |
| | Western green water snake | <i>N. cyclopion</i> |
| | Plain-bellied water snake | <i>N. erythrogaster</i> |
| | Southern water snake | <i>N. fasciata</i> |
| | Diamond-backed water snake | <i>N. rhombifera</i> |
| | Rough green snake | <i>Opheodrys aestivus</i> |
| | Graham's crayfish snake | <i>Regina grahamii</i> |
| | Glossy crayfish snake | <i>Regina rigida</i> |
| | Brown snake | <i>Storeria dekayi</i> |
| | Western ribbon snake | <i>Thamnophis proximus</i> |
| | Common garter snake | <i>Thamnophis sirtalis</i> |
| | Copperhead | <i>Agkistrodon contortrix</i> |
| | Cottonmouth | <i>Agkistrodon piscivorus</i> |
| | Pygmy rattlesnake | <i>Sistrurus miliarius</i> |
| | Canebrake rattlesnake | <i>Crotalus horridus atricaudatus</i> |
| | Slender glass lizard | <i>Ophisaurus attenuatus</i> |
| | Easter glass lizard | <i>Ophisaurus ventralis</i> |
| | Green anole | <i>Anolis carolinensis</i> |
| | Five-lined skink | <i>Eumeces fasciatus</i> |
| | Broad-headed skink | <i>Eumeces laticeps</i> |
| | Ground skink | <i>Scinella lateralis</i> |
| <i>Crocodylia</i> | American alligator | <i>Alligator mississippiensis</i> |
| <i>Testudines</i> | Snapping turtle | <i>Chelydra serpentina</i> |
| | Alligator snapping turtle | <i>Macrolemys temminckii</i> |
| | Painted turtle | <i>Chrysemys picta</i> |
| | Chicken turtle | <i>Deirochelys reticularia</i> |
| | Mississippi map turtle | <i>Graptemys kohnii</i> |
| | Falsemap turtle | <i>Graptemys pseudogeographica</i> |
| | Diamond-backed terrapin | <i>Malaclemys terrapin</i> |
| | River cooter | <i>Pseudomys concinna</i> |
| | Cooter | <i>Pseudomys floridana</i> |
| | Eastern box turtle | <i>Terrapene carolina</i> |
| | Slider | <i>Trachemys scripta</i> |
| | Eastern mud turtle | <i>Kinosternon subrubrum</i> |
| | Razor-backed musk turtle | <i>Sternotherus carinatus</i> |
| | Common musk turtle | <i>Sternotherus odoratus</i> |

| ORDER | COMMON NAME | SCIENTIFIC NAME |
|-------------------|--|----------------------------------|
| <i>Testudines</i> | Smooth softshell | <i>Apalone mutica</i> |
| | Spiny soft shell | <i>Apalone spinifera</i> |
| <i>Anura</i> | Gulf coast toad | <i>Bufo valliceps</i> |
| | Woodhouse's toad | <i>Bufo woodhousei</i> |
| | Northern cricket frog | <i>Acris crepitans</i> |
| | Bird-voiced treefrog | <i>Hyla avivoca</i> |
| | Cope's gray treefrog | <i>Hyla chrysoscelis</i> |
| | Gray treefrog | <i>Hyla versicolor</i> |
| | Green treefrog | <i>Hyla cinerea</i> |
| | Spring pepper | <i>Hyla crucifer</i> |
| | Squirrel treefrog | <i>Hyla squirella</i> |
| | Striped chorus frog | <i>Pseudacris triseriata</i> |
| | Eastern narrow-mouthed toad | <i>Gastrophryne carolineus</i> |
| | Bullfrog | <i>Rana catesbeiana</i> |
| | Green frog | <i>Rana clamitans</i> |
| | Pig frog | <i>Rana grylio</i> |
| | Southern leopard frog | <i>Rana spinocephala</i> |
| <i>Caudata</i> | Marbled salamander | <i>Ambystoma opacum</i> |
| | Small-mouthed salamander | <i>Ambystoma texanum</i> |
| | Three-toed <i>Amphiuma</i> (Congo eel) | <i>Amphiuma tridactylum</i> |
| | Dusky salamander | <i>Desmognathus fuscua</i> |
| | Dwarf salamander | <i>Eurycea quadridigitata</i> |
| | Eastern newt | <i>Notophthalmus viridescens</i> |
| | Lesser siren | <i>Siren intermedia</i> |

Data compiled from the following documents:

BTNEP #21

USFWS Biological Report 85(7.13)

NRCS Lac des Allemands River Basin Initiative Final Report

APPENDIX 4-E Aquatic Species in the Study Area

| COMMON NAME | SCIENTIFIC NAME |
|-----------------------|--------------------------------|
| Atlantic sturgeon | <i>Acipenser oxyrinchus</i> |
| Spotted gar | <i>Lepisosteus oculatus</i> |
| Longnose gar | <i>Lepisosteus osseus</i> |
| Alligator gar | <i>Lepisosteus spatula</i> |
| Bowfin | <i>Amia calva</i> |
| Alabama shad | <i>Alosa alabamae</i> |
| Skipjack herring | <i>Alosa chrysochloris</i> |
| Gizzard shad | <i>Dorosoma cepedianum</i> |
| Threadfin shad | <i>Dorosoma petenense</i> |
| Chain pickerel | <i>Esox niger</i> |
| Golden shiner | <i>Notemigonus crysoleucas</i> |
| Common carp | <i>Cyprinus carpio</i> |
| Black bullhead | <i>Ameiurus melas</i> |
| Yellow bullhead | <i>Ameiurus natalis</i> |
| Blue catfish | <i>Ictalurus furcatus</i> |
| Channel catfish | <i>Ictalurus punctatus</i> |
| Flathead catfish | <i>Plyodictis olivaris</i> |
| Pirate perch | <i>Aphedoderus sayanus</i> |
| Golden topminnow | <i>Fundulus chrysotus</i> |
| Mosquitofish | <i>Gambusia affinis</i> |
| Least killifish | <i>Heteranria formosa</i> |
| Sailfin molly | <i>Poecilia latipinna</i> |
| Yellow bass | <i>Morone mississippiensis</i> |
| Striped bass | <i>Morone saxatilis</i> |
| Banded pigmy sunfish | <i>Elassoma zonatum</i> |
| Green sunfish | <i>Lepomis cyanellus</i> |
| Warmouth | <i>L. gulosus</i> |
| Orangespotted sunfish | <i>L. humilis</i> |
| Bluegill | <i>L. macrochirus</i> |
| Dollar sunfish | <i>L. marginatus</i> |
| Redear sunfish | <i>L. microlophus</i> |
| Redspotted sunfish | <i>L. miniatus</i> |
| Bantam sunfish | <i>L. symmetricus</i> |
| Largemouth bass | <i>Micropterus salmoides</i> |
| White crappie | <i>Pomoxis annularis</i> |
| Black crappie | <i>Pomoxis nigromaculatus</i> |

APPENDIX 4-F
List of Potential Wetlands
Preliminary Wetland Investigation

| Plot Identification Number | Hydrophytic Vegetation Present | Wetland Hydrology Present | Hydric Soil Present | Meets Potential Wetland Criteria |
|-----------------------------------|---------------------------------------|----------------------------------|----------------------------|---|
| L1-A-1 | No | No | Yes | No |
| L1-A-2 | No | No | Yes | No |
| L1-A-3 | No | No | No | No |
| L1-A-4 | Yes | Yes | Yes | Yes |
| L1-A-5 | Yes | Yes | Yes | Yes |
| L1-A-6 | Yes | Yes | Yes | Yes |
| L1-A-7 | Yes | Yes | Yes | Yes |
| L1-A-8 | Yes | Yes | Yes | Yes |
| L1-A-9 | Yes | Yes | Yes | Yes |
| L1-A-10 | Yes | No | Yes | Yes |
| L1-A-11 | Yes | No | Yes | Yes |
| L1-A-12 | Yes | No | Yes | Yes |
| L2-A-1 | No | Yes | N/A | No |
| L2-A-2 | No | Yes | N/A | No |
| L2-A-3 | No | Yes | N/A | No |
| L2-A-4 | Yes | Yes | N/A | Yes |
| L2-A-5 | Yes | Yes | N/A | Yes |
| L2-A-6 | No | Yes | N/A | No |
| L2-B-1 | Yes | Yes | N/A | Yes |
| L2-B-2 | No | Yes | N/A | No |
| L2-B-3 | No | Yes | N/A | No |
| L2-B-4 | No | Yes | N/A | No |
| L2-B-5 | No | Yes | N/A | No |
| L2-B-6 | No | Yes | N/A | No |
| L3-A-1 | Yes | Yes | Yes | Yes |
| L3-A-2 | Yes | No | Yes | No |
| L3-A-3 | Yes | No | Yes | No |
| L3-A-4 | Yes | Yes | Yes | Yes |
| L3-A-5 | Yes | No | Yes | No |
| L3-A-6 | Yes | Yes | Yes | Yes |
| L3-A-10 | Yes | Yes | Yes | Yes |
| L3-A-11 | Yes | Yes | Yes | Yes |
| L3-A-12 | Yes | Yes | Yes | Yes |
| L3-A-13 | Yes | Yes | Yes | Yes |

| Plot Identification Number | Hydrophytic Vegetation Present | Wetland Hydrology Present | Hydric Soil Present | Meets Potential Wetland Criteria |
|--|--------------------------------|---------------------------|---------------------|----------------------------------|
| L3-B-1 | Yes | Yes | Yes | Yes |
| L3-B-2 | Yes | Yes | Yes | Yes |
| L3-B-3 | Yes | Yes | Yes | Yes |
| L3-B-4 | No | No | Yes | No |
| L3-B-5 | No | No | Yes | No |
| L3-B-6 | No | No | No | No |
| L4-A-1 | No | No | Yes | No |
| L4-A-2 | No | No | Yes | No |
| L4-A-3 | Yes | No | Yes | No |
| L4-A-4 | No | No | Yes | No |
| L4-A-5 | Yes | No | Yes | No |
| L4-A-6 | No | No | Yes | No |
| L4-A-7 | Yes | No | Yes | No |
| L4-A-8 | Yes | No | Yes | No |
| L4-A-9 | No | No | Yes | No |
| L4-A-10 | No | No | Yes | No |
| L4-A-11 | Yes | No | Yes | No |
| L4-A-12 | No | No | Yes | No |
| L4-A-13 | Yes | No | Yes | No |
| L4-A-14 | Yes | No | Yes | No |
| L4-A-15 | No | No | Yes | No |
| L4-A-16 | Yes | No | Yes | No |
| L4-A-17 | Yes | No | Yes | Yes |
| L4-A-18 | Yes | No | Yes | Yes |
| L4-A-19 | Yes | No | Yes | Yes |
| L4-B-1 | No | No | Yes | No |
| L4-B-2 | No | No | Yes | No |
| L4-B-3 | No | No | Yes | No |
| L4-B-4 | No | No | Yes | No |
| L4-B-5 | Yes | Yes | Yes | Yes |
| L4-B-6 | Yes | Yes | Yes | Yes |
| NOTE: Bold indicates plot meets all three wetland criteria. | | | | |
| Designation of soils as hydric is based solely on information obtained from the respective soil survey; no soils were classified as part of the field work on the preliminary wetland investigation. | | | | |

APPENDIX 4-G

Letter Regarding Essential Fish Habitat



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
 NATIONAL MARINE FISHERIES SERVICE
 Southeast Regional Office
 263 13th Avenue South
 St. Petersburg, Florida 33701

June 3, 2005

F/SER46/BH:jk
225/389-0508

Mr. Barry Brubacher
 DMJM Harris
 1555 Poydras St.
 Suite 1860
 New Orleans, Louisiana 70112

Dear Mr. Brubacher:

NOAA's National Marine Fisheries Service (NMFS) has received the preliminary draft environmental impact statement (PDEIS) titled **"I-49 SOUTH; SECTION OF INDEPENDENT UTILITY 2; LA 306 TO THE WESTBANK EXPRESSWAY, St. Charles and Jefferson Parishes, Louisiana."** The PDEIS was transmitted by a letter from Mr. Vincent G. Russo, Jr., dated May 17, 2005, and evaluates the potential impacts associated with the construction of this section of the proposed Interstate Highway 49 south expansion project.

NMFS has reviewed the PDEIS and offers the following general and specific comments:

General Comments

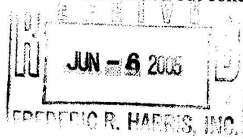
A portion of the Alternative 5B study area includes tidally-influenced fresh marsh. As such, it provides nursery and foraging habitats supportive of some economically important marine and estuarine dependant fishery species that utilize low salinity wetlands, including gulf menhaden, blue crab, and stripped mullet. Some of these species serve as prey for other fish species managed under the Magnuson-Stevens Fishery Conservation and Management Act by the Gulf of Mexico Fishery Management Council (GMFMC; e.g., shrimp, red drum, mackerels, snappers, and groupers) and highly migratory species managed by NMFS (e.g., billfishes and sharks). These wetlands also produce nutrients and detritus, important components of the aquatic food web, which contribute to the overall productivity of the Barataria Bay estuary.

The PDEIS indicates that the proposed project may affect the aquatic environment but only briefly discusses two freshwater species as being common to the project area. A "more detailed discussion of aquatic species" is included by reference, but NMFS believes a discussion of potential project impacts to fishery species, their habitats, and commercial fisheries, including marine and estuarine dependant species, is warranted. NMFS recommends that a fishery section be added to the PDEIS to include such a discussion.

Specific Comments

AFFECTED ENVIRONMENT Essential Fish Habitat

Page 4-54, paragraph 5. This section indicates, "The study area does not fall within a tidally-influenced area, and thus, has no [Essential Fish Habitat] EFH." We believe the area is tidally influenced but concur that it has not been designated as EFH. Nevertheless, the GMFMC does



not identify EFH based on the degree of tidal influence in an area. Rather, EFH is defined as those locations where federally managed species commonly occur. The EFH determination is based on descriptions, species distribution maps, and habitat association tables presented in the 1998 generic amendment of the Fishery Management Plans for the Gulf of Mexico prepared by the GMFMC. Therefore, NMFS recommends the above statement be replaced by the following: "The study area has not been designated by the GMFMC as EFH for any federally managed species."

ENVIRONMENTAL CONSEQUENCES

Wetlands

Alternative 5B

Page 5-28, paragraph 3. It is stated in this paragraph that the highway section spanning marsh would be elevated and, therefore, would result in only temporary construction impacts. It has been our experience that construction impacts for such projects are often not temporary but can be long lasting. Also, considerable impacts to wetlands may result from shading of vegetation by structures such as elevated highways. Impacts can range from almost no effect to reduced productivity or death of the vegetation. If construction impacts are believed to be temporary, the construction methods used and rationale behind that determination should be discussed in this section. Additionally, potential shading impacts to vegetated wetlands should be discussed.

MITIGATION, PERMITS, AND COMMITMENTS

Page 6-1 to 6-11. This section indicates that commitments and detailed mitigation measures will be incorporated into the final EIS for the selected preferred alternative. Measures to avoid, minimize, and compensate for wetland impacts are discussed in general terms. We recommend that this section be revised to include conceptual plans for wetland mitigation. NMFS believes that those plans should include in-kind wetland creation to compensate for all unavoidable impacts to tidally influenced marsh.

We appreciate the opportunity to comment on the PDEIS for this project. Should you have any questions regarding our comments, please contact Bren Haase at (225) 389-0508, extension 204.

Sincerely,



cc Myles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc:
COE, Barlow
FWS, Lafayette
EPA, Dallas
LA DWF
LA DOTD
LA DNR
F/SER46, Ruebsamen
Files

APPENDIX 4-H

Letter Regarding Prime Farmland

United States Department of Agriculture



Natural Resources Conservation Service
3737 Government Street
Alexandria, Louisiana 71302

January 13, 2005

Ms. Kerry Higgins
Sr. Environmental Specialist
Providence Engineering
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

RE: State Project No. 700-92-0011
Federal Aid Project No. HP-9201 (501)
Future I-49 South, Section of Independent Utility (SIU) 1
LaFourche and St. Charles Parishes
Farmland Conversion Impact Rating
NRCS-CPA-106
Providence Engineering Project No. 115-001

Dear Ms. Higgins:

This letter is in response to your request for our office to complete the NRCS-CPA-106 form for the above project area. Please find enclosed the completed NRCS sections of the NRCS-CPA-106 indicating acres of prime farmland and relative values for each corridor.

You will also find enclosed a hydric soils list for LaFourche and St. Charles Parishes. As you can see from the soils map you provided, several hydric soils exist in the project area. Wetlands may be present in those hydric soil areas if there is a prevalence of hydrophytic vegetation and wetland hydrology. Deposition of fill material in wetland areas is subject to Section 404 of the Clean Water Act. You should contact the U.S. Army Corps of Engineers concerning wetland matters.

Please advise if additional information is needed. I can be reached at 318-473-7789.

Sincerely,

A handwritten signature in cursive script that reads "Charles M. Guillory".

Charles M. Guillory
Assistant State Soil Scientist

Enclosures

cc: Jerry Daigle, SSS, Alexandria, LA
Allen Bolotte, DC, Boutte FO
Michael Trusclair, DC Thibodaux FO

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

| U.S. DEPARTMENT OF AGRICULTURE Natural Resources Conservation Service | | NRCS-CPA-106 (Rev. 1-91) | |
|--|--|--|------------|
| FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS | | | |
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request: 12/8/04 4. Sheet 1 of 2 | |
| 1. Name of Project: SIU 1 I-49 South | | 5. Federal Agency Involved: Federal Highway Administration | |
| 2. Type of Project: Highway Construction | | 6. County and State: Lafourche and St. Charles Parishes | |
| PART II (To be completed by NRCS) | | 2. Person Completing Form: Charles Guillory | |
| 3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | 1. Date Request Received by NRCS: 1-10-05 | |
| 5. Major Crop(s): Soybeans / Sugarcane | | 4. Acres Irrigated: N/A Average Farm Size: Lafourche = 570 Ac. St. Charles = 671 Ac. | |
| 6. Farmable Land in Government Jurisdiction: Lafourche 157,405 Acres: 36.09% % 19.9% | | 7. Amount of Farmland As Defined in FPPA: Lafourche 121,335 Acres: 32.53% % 17.9% | |
| 8. Name Of Land Evaluation System Used: Lafourche & St. Charles LESA | | 9. Name of Local Site Assessment System: N/A | |
| 10. Date Land Evaluation Returned by NRCS: 1-13-05 | | | |
| PART III (To be completed by Federal Agency) | | Alternative Corridor For Segment | |
| | | Corridor A | Corridor B |
| A. Total Acres To Be Converted Directly | | 75 | 55 |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | | 52 | 129 |
| C. Total Acres In Corridor | | 75 | 55 |
| | | 52 | 129 |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | |
| A. Total Acres Prime And Unique Farmland | | 24 | 22 |
| B. Total Acres Statewide And Local Important Farmland | | -0- | - |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | | .02 | .06 |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | | 60 | 90 |
| PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points) | | 99 | 85 |
| | | 85 | 87 |
| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | | Maximum Points | |
| 1. Area in Nonurban Use | | 15 | 14 |
| 2. Perimeter in Nonurban Use | | 10 | 10 |
| 3. Percent Of Corridor Being Farmed | | 20 | 9 |
| 4. Protection Provided By State And Local Government | | 20 | 0 |
| 5. Size of Present Farm Unit Compared To Average | | 10 | 10 |
| 6. Creation Of Nonfarmable Farmland | | 25 | 0 |
| 7. Availability Of Farm Support Services | | 5 | 5 |
| 8. On-Farm Investments | | 20 | 20 |
| 9. Effects Of Conversion On Farm Support Services | | 25 | 0 |
| 10. Compatibility With Existing Agricultural Use | | 10 | 2 |
| TOTAL CORRIDOR ASSESSMENT POINTS | | 160 | 70 |
| | | 50 | 50 |
| | | 45 | 45 |
| PART VII (To be completed by Federal Agency) | | | |
| Relative Value Of Farmland (From Part V) | | 100 | 70 |
| Total Corridor Assessment (From Part VI above or a local site assessment) | | 160 | 50 |
| | | 50 | 50 |
| TOTAL POINTS (Total of above 2 lines) | | 260 | 70 |
| | | 50 | 50 |
| | | 45 | 45 |
| 1. Corridor Selected: | | 2. Total Acres of Farmlands to be Converted by Project: | |
| 3. Date Of Selection: | | 4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/> | |
| 5. Reason For Selection: | | | |
| Signature of Person Completing this Part: _____ DATE _____ | | | |
| NOTE: Complete a form for each segment with more than one Alternate Corridor | | | |

| | | | |
|--|---|--|--|
| U.S. DEPARTMENT OF AGRICULTURE Natural Resources Conservation Service | | NRCS-CPA-106 (Rev. 1-91) | |
| FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS | | | |
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request | 4. Sheet 2 of <u>2</u> |
| 1. Name of Project SIU 1 I-49 South | | 5. Federal Agency Involved Federal Highway Administration | |
| 2. Type of Project Highway Construction | | 6. County and State Lafourche and St. Charles Parishes | |
| PART II (To be completed by NRCS) | | 1. Date Request Received by NRCS <u>1-10-05</u> | 2. Person Completing Form <u>Charles Guillory</u> |
| 3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.) | | 4. Acres Irrigated | |
| YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | Average Farm Size <u>NA</u> <u>Lafourche = 520 Ac</u> <u>St Charles = 671 Ac</u> | |
| 5. Major Crop(s) <u>Soybeans / Sugarcane</u> | 6. Farmable Land in Government Jurisdiction <u>Lafourche 15,745 % 32%</u> <u>Acres: St Charles 36,091 % 19%</u> | 7. Amount of Farmland As Defined in FPPA <u>Lafourche 12,935 % 77%</u> <u>Acres: St Charles 32,539 % 17%</u> | |
| 8. Name Of Land Evaluation System Used <u>Lafourche & St Charles LESA</u> | 9. Name of Local Site Assessment System <u>NA</u> | 10. Date Land Evaluation Returned by NRCS <u>1-13-05</u> | |
| PART III (To be completed by Federal Agency) | | Alternative Corridor For Segment | |
| | | Corridor A | Corridor B |
| A. Total Acres To Be Converted Directly | | 164 | 18 |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | | | |
| C. Total Acres In Corridor | | 164 | 18 |
| | | | 26 |
| | | | 0 |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | |
| A. Total Acres Prime And Unique Farmland | | 90 | 10 |
| B. Total Acres Statewide And Local Important Farmland | | | 15 |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted | | .25 | .03 |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value | | .60 | .04 |
| | | | .60 |
| PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points) | | 87 | 100 |
| | | | 100 |
| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | | Maximum Points | |
| 1. Area in Nonurban Use | 15 | 14 | 3 |
| 2. Perimeter in Nonurban Use | 10 | 10 | 3 |
| 3. Percent Of Corridor Being Farmed | 20 | 8 | 0 |
| 4. Protection Provided By State And Local Government | 20 | 0 | 0 |
| 5. Size of Present Farm Unit Compared To Average | 10 | 10 | 10 |
| 6. Creation Of Nonfarmable Farmland | 25 | 0 | 0 |
| 7. Availability Of Farm Support Services | 5 | 5 | 5 |
| 8. On-Farm Investments | 20 | 3 | 1 |
| 9. Effects Of Conversion On Farm Support Services | 25 | 0 | 0 |
| 10. Compatibility With Existing Agricultural Use | 10 | 0 | 2 |
| TOTAL CORRIDOR ASSESSMENT POINTS | 160 | 50 | 24 |
| | | | 24 |
| | | | 0 |
| PART VII (To be completed by Federal Agency) | | | |
| Relative Value Of Farmland (From Part V) | | 100 | |
| Total Corridor Assessment (From Part VI above or a local site assessment) | | 160 | 50 |
| | | | 24 |
| | | | 24 |
| | | | 0 |
| TOTAL POINTS (Total of above 2 lines) | | 260 | 50 |
| | | | 24 |
| | | | 24 |
| | | | 0 |
| 1. Corridor Selected: | 2. Total Acres of Farmlands to be Converted by Project: | 3. Date Of Selection: | 4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 5. Reason For Selection: | | | |
| Signature of Person Completing this Part: | | DATE | |
| NOTE: Complete a form for each segment with more than one Alternate Corridor | | | |

Prime and other Important Farmlands

Lafourche Parish, Louisiana

| Map symbol | Map unit name | Farmland classification |
|------------|--|------------------------------|
| CeA | CANCIENNE SILTY CLAY LOAM, 0 TO 1 PERCENT SLOPES, OCCASIONALLY FLOODED | All areas are prime farmland |
| CfA | CANCIENNE SILT LOAM, 0 TO 1 PERCENT SLOPES, OCCASIONALLY FLOODED | All areas are prime farmland |
| Cm | CANCIENNE SILT LOAM | All areas are prime farmland |
| Co | CANCIENNE SILTY CLAY LOAM | All areas are prime farmland |
| GcA | GRAMERCY-CANCIENNE SILTY CLAY LOAMS, 0 TO 1 PERCENT SLOPES | All areas are prime farmland |
| Sh | SCHRIEVER SILTY CLAY LOAM | All areas are prime farmland |
| Sk | SCHRIEVER CLAY | All areas are prime farmland |
| Tn | GRAMERCY SILTY CLAY, FREQUENTLY FLOODED | All areas are prime farmland |
| Tu | GRAMERCY SILTY CLAY, 0 TO 1 PERCENT SLOPES | All areas are prime farmland |
| Va | VACHERIE SILT LOAM | All areas are prime farmland |

Prime and other Important Farmlands

St Charles Parish, Louisiana

| Map symbol | Map unit name | Farmland classification |
|------------|---|------------------------------|
| Oc | CANCIENNE SILT LOAM | All areas are prime farmland |
| Cm | CANCIENNE SILTY CLAY LOAM | All areas are prime farmland |
| Cn | CANCIENNE SILTY CLAY LOAM, FREQUENTLY FLOODED | All areas are prime farmland |
| Ha | HARAHAN CLAY | All areas are prime farmland |
| Sa | SCHRIEVER SILTY CLAY LOAM | All areas are prime farmland |
| Se | SCHRIEVER CLAY | All areas are prime farmland |

APPENDIX 5-A

Letter from the State Historic Preservation Officer



MITCHELL J. LANDRIEU
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF ARCHAEOLOGY

ANGÈLE DAVIS
SECRETARY

PAM BREAU
ASSISTANT SECRETARY

September 17, 2007

Ms. Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of
Transportation and Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: Draft FEIS and Phase I CRM Addendum Report
State Project No. 700-92-0011
Federal Aid Project No. HP 9201(501)
Future I-49 South
Route US 90 (LA 1 to Westbank Expressway)
Jefferson Lafourche and St. Charles Parishes, LA

Dear Ms Ardoin:

Reference is made to Mr. Garrick A. Rose's letter dated August 21, 2007, requesting review of the Draft Final Environmental Impact Statement (FEIS) and Draft Phase I Cultural Resources Management (CRM) Addendum Report prepared for the above-referenced project. By letter dated September 6, 2007 (copy enclosed) the State Historic Preservation Officer commented on the Phase I CRM addendum report.

The purpose of this letter is to comment on overall project effect on historic properties. After review of the information contained in the draft FEIS, in addition to the CRM investigations conducted to date for the future 1-49 South project, it is our opinion that there will be no adverse effect on historic properties with the understanding that the archaeologically sensitive nature of the Bayou Saut d'Ours vicinity will be noted in construction plans and appropriate measures taken should archaeological remains be uncovered. Additionally, this finding is contingent upon the completion of any Phase I CRM survey work still outstanding due to denial of landowner permission to conduct the necessary investigations.

P.O. BOX 44247 • BATON ROUGE, LOUISIANA 70804-4247 • PHONE (225) 342-8170 • FAX (225) 342-4480 • WWW.CRT.STATE.LA.US
AN EQUAL OPPORTUNITY EMPLOYER

Ms. Noel Ardoin
September 17, 2007
Page 2

Should you have any questions concerning our comments, do not hesitate to contact Duke Rivet in the Division of Archaeology at (225) 219-4598.

Sincerely,



Pam Breaux
State Historic Preservation Officer

PB:PR:s

Enclosure: as stated

c: Mr. Garrick A. Rose
DMJM Harris
1555 Poydras Street, Suite 1860
New Orleans, LA 70112



MITCHELL J. LANDRIEU
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF ARCHAEOLOGY

ANGELE DAVIS
SECRETARY

PAM BREAUX
ASSISTANT SECRETARY

September 6, 2007

Mr. Garrick A. Rose
DMJM Harris
1555 Poydras Street, Suite 1860
New Orleans, LA 70112

Re: State Project No. 700-92-0011
Federal Aid Project No. HP-9201(501)
Future I-49 South
Route US 90 (LA 1 to Westbank Expressway)
Jefferson, Lafourche and St. Charles Parishes, LA

Dear Mr. Rose:

This is to acknowledge receipt of your letter dated August 20, 2007, transmitting one copy of the draft CRM addendum report (No. 1), prepared for the above-referenced project by Earth Search, Inc., entitled, *Phase I Cultural Resources Survey of Future I-49 South Corridor, SIU-1, Link 1B, Lafourche Parish, Louisiana* (Division of Archaeology Report No. 22-2722). We have completed our review and have the following comments to offer.

Based on the information contained in the addendum report, we concur that newly recorded archaeological sites 16LF275 and 16LF276 are not eligible for listing in the National Register of Historic Places and require no further investigation. This applies to Link 1B Locus 3 also.

Included with this letter are technical comments, as well as photocopied pages of the addendum report with comments/corrections noted. Please address these as appropriate and transmit two copies of the final addendum report for our files, along with two copies of the final site record forms for newly recorded archaeological sites 16LF275 and 16LF276. Should you have any questions concerning our comments, do not hesitate to contact Duke Rivet in the Division of Archaeology at (225) 342-8170.

P.O. BOX 44247 • BATON ROUGE, LOUISIANA 70804-4247 • PHONE (225) 342-8170 • FAX (225) 342-4480 • WWW.CRT.STATE.LA.US
AN EQUAL OPPORTUNITY EMPLOYER

Mr. Garrick A. Rose
September 6, 2007
Page 2

Sincerely,

A handwritten signature in cursive script that reads "Pam Breaux".

Pam Breaux
State Historic Preservation Officer

PB:PR:s


Enclosure: as stated

c: Ms. Noel Ardoin (w/copy of enclosures)
Environmental Engineer Administrator
Louisiana Department of Transportation
And Development
P.O. Box 94245
Baton Rouge, LA 70804-9245


Dr. Jill-Karen Yakubik (w/copy of enclosures)
President
Earth Search, Inc.
P.O. Box 770336
New Orleans, LA 0177-0336

APPENDIX 6-A

Letters Regarding the Honor Family


 KATHLEEN BASSALBA BLANCO
GOVERNOR

STATE OF LOUISIANA
 DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
 P.O. Box 94245
 Baton Rouge, Louisiana 70804-9245
 www.dotd.louisiana.gov
 (225) 237-1214


 JOHNNY B. BRADSHAW
SECRETARY

March 14, 2005

STATE PROJECT NO. 700-92-0011
 FAP NO. HP-9201(501)
 FUTURE I-49 SOUTH (RACELAND TO WESTBANK EXPRESSWAY)
 ROUTE US 90
 JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

Federal Highway Administration
 Mr. William Sussman
 5304 Flanders Dr Ste A
 Baton Rouge, Louisiana 70808

Attention: Ms. Karen Hider
 Realty Officer

Dear Ms. Hider:

Based on information provided by DMJM-Harris, Inc., the consultant handling the environmental clearance process on the above captioned project, there is a group of eight homes, some houses (permanent structures) and some mobile homes, that are inhabited by members of the same family that is living as a community. Six of these eight residences are within the required right of way of Alternate 3A in Boutte, LA. Two of these residences are located outside the required right of way on the remaining property. All eight low income minority households are living on property owned by estates and they live here as a close knit community. Some are heirs to the last record owners and as such may own partial undivided interests as heirs, but they have not been put into possession by Judgments of Possession. During the course of the environmental clearance process, the occupants of the eight households, referred to as the Honor family, have expressed their wishes and have requested that if the six households are required to relocate, then the Department should buy all of the Honor family property and all eight should be relocated and offered all of the benefits of the Department's Relocation Assistance Program. They all want to move together and remain close in the after situation as they are in the before. In consideration for the communal nature of this living arrangement, and of the expressed wishes of the family, LADOTD is agreeable to relocating all eight households, including the two located outside the required right of way in the manner requested. Since we have not been able to interview each of these households to be certain of all the facts, we can only rely on information that we have obtained from DMJM + Harris and their sub-consultants.

OPTIONAL FORM 93 (7-00)

FAX TRANSMITTAL

| | |
|------------------|-------------------|
| TO: Mike Aghayan | FROM: Karen Hider |
| DOTD | PHONE: 167-7625 |
| FAX: 379-1807 | FAX: 167-7601 |

NSN 7540-01-317-7003 5098-101 GENERAL SERVICES ADMINISTRATION

Page 2
March 14, 2005

The District 02 Real Estate office has searched the real estate market in the area of this taking for available real estate and residences. In order to successfully relocate all eight of these households to a new location, so they can all remain close together to live as a community, and to provide the households occupying a permanent structure with a replacement permanent structure, and to also have mobile homes adjacent to these permanent structures, we would have to purchase a tract of land

and develop it into eight lots. These lots will have to be developed with the utilities and amenities necessary for the mobile homes, and we will have to construct permanent structures as replacements for the households who are occupying permanent structures. Some of the mobile homes may require replacement due to the fact that they may not be decent, safe and sanitary, and may not survive a move. St. Charles Parish zoning restrictions makes it very difficult to relocate the mobile homes. We have found one tract of land for sale that could be used for this purpose. It is of sufficient size to accommodate eight lots and could be developed. The asking price for this tract is \$93,000.00, and it is in close proximity to the required property. There is a building located on this tract that would have to be demolished. The costs for developing these lots, constructing the required structures, and moving the mobile homes to these new sites would have to be determined.

The last record owners are deceased and we are not sure how many heirs there are, so there is a strong possibility that the required right of way and the remaining property will have to be acquired through expropriation proceedings. If this is the case, we may need to handle these relocations as tenants of the estate. It is our intention to handle these relocations under the provisions of Last Resort Housing in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). A big concern of these occupants is that they currently occupy property free from rent or any other type of monthly payments for housing. They don't want to have monthly housing payments in the after situation. Their utility costs at the new location should be comparable to what they currently pay.

In view of these circumstances, I am asking for FHWA concurrence for participation in the costs associated with these relocations. I trust that your favorable consideration in this matter will be in the best interest of all concerned.

Yours very truly,



JAMES M. DOULAY
REAL ESTATE ADMINISTRATOR

cc: file
Paul Charron
Lloyd Scallan

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE
02-53 2010

HONOR FAMILY PROPERTY

- LOTS 1 & 1A MELVIN HONOR & SARAH HILLS HONOR, Both are deceased, but the property assessment shows homestead exemption. Succession for Sarah Hills Honor was opened on February 13, 1991, but did not progress after attorney withdrew.
- LOT 2 ELWOOD HONOR, Property is homestead exempt.
- LOT 3 ALEX PIERRE & SARAH HONOR, Property is homestead Exempt.
- LOT 4 LENON HONOR, Property is not homestead exempt.
- LOT 5 MELVIN PRESTON HONOR, Property is homestead exempt.

Plan is attached to Partition of Property Dated June 22, 1972, Recorded in COB 127, Folio 684 as Entry No. 41297. Sherman Honor purchased two parcels, but The Succession of Sherman Honor and Patsy Smith Honor only lists one of the two parcels acquired. However, the Partition and the map cover a larger area than is contained in both tracts.

ROBERTS PROPERTY

The property shown on the robin map as being owned by Edmond Roberts on the west side of the borrow pit is owned by LOUISIANA ROBERTS BOYD and GEORGE ROBERTS CRUMBLE.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
5304 Flanders Dr. Suite A
BATON ROUGE, LOUISIANA 70808

April 11, 2005

IN REPLY REFER TO
Future I-49 South
(Raceland to
Westbank
Expressway)
FAP: HP-9201(501)
Jefferson,
Lafourche, and St.
Charles Parishes

Mr. James M. Dousay
Real Estate Administrator
Louisiana Department of Transportation and Development
Baton Rouge, Louisiana

Dear Mr. Dousay:

Our office has received your letter dated March 14, 2005 requesting FHWA concurrence in the relocation mitigation plan and participation in the relocation and acquisition costs associated with the Honor property on the above subject project. We concur with the relocation mitigation plan and will participate in the relocation and acquisition costs.

Currently, we are in the process of providing comments for the draft Environmental Impact Statement (EIS) and will include the relocation mitigation plan your office has provided. Additionally, we are going to include the following information in the draft EIS. This information will be essential in implementing the relocation mitigation plan.

1. Agreement

The Honor family is living as a close-knit community. The family has made a request that all eight households (six households in the required right-of-way and two households outside the required right-of-way on the remaining property) be relocated together. LDOTD has agreed to the request. An agreement should be signed by all eight households of the Honor family and LDOTD indicating this commitment. The agreement should be signed prior to the final EIS.

2. Escrow Account

The required right-of-way and remaining property for the Honors will have to be expropriated because it is unclear who owns the property. When LDOTD determines the fair market value for the property, the just compensation amount should be put in an escrow account until the court determines who owns the Honor property.

If alternate 3A is the selected alignment for this project, the escrow account should be established after the Record of Decision (ROD) has been approved.

3. Relocation Mitigation Plan

LDOTD will purchase a tract of land and develop it into eight lots. The lots will be developed with an access road, utilities and amenities necessary for mobile homes.

LDOTD will construct homes as replacements for the households who occupy permanent structures. The homes will be equivalent to the displaced structure (i.e., same square feet, bedrooms, and bath). Those households who reside in mobile homes will be relocated into mobile homes equivalent to the displaced structure (i.e., same square feet, bedrooms, and bath). LDOTD will provide housing of last resort if necessary.

If alternate 3A is the selected alignment for this project, the relocation mitigation plan should be implemented after the ROD has been approved.

It is our intent to ensure the Honor family is afforded the proper relocation assistance and acquisition payments to which they are entitled under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. We believe the mitigation plan, as set forth is fair and reasonable. If you have any questions please contact Ms. Karen D. Hider at (225) 757-7625.

Sincerely,

/s/ William A. Sussmann

William A. Sussmann
Division Administrator

cc:
Mr. Vince Russo, DOTD



KATHLEEN BABINEAUX BLANCO
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.louisiana.gov
(225) 237-1255
August 15, 2007



JOHNNY B. BRADBERRY
SECRETARY

STATE PROJECT NO. 700-92-0011
F.A.P. NO. HP-9201(501)
FUTURE I-49 SOUTH
(RACELAND TO WESTBANK EXPRESSWAY)
ROUTE US 90
JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

Mr. Charles W. Bolinger, Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808-4348

Subject: Relocation Assistance Mitigation Plan

Dear Mr. Bolinger:

Referencing letter dated April 11, 2005 from Mr. William A. Sussman, FHWA Division Administrator, to Mr. James M. Dousay, LA DOTD Real Estate Administrator, in accordance with item "1. Agreement" the LA DOTD Real Estate Section prepared and presented a written agreement to the Honor family for their signature on August 6, 2007. The agreement was intended to reach a general mutual understanding between the Honor family and LA DOTD concerning the Relocation and Environmental Justice Mitigation Plan presented in the FEIS. The Honor family refused to sign anything at this time. A copy of Miss Sharon M. Honor's letter dated August 10, 2007 is attached. They feel the agreement that was presented to them is too general, does not state all the facts and has no detailed information. They would like more specific negotiations in order to work out all of the details associated with this acquisition and relocation.

Let me assure you that LA DOTD is committed to following through with the agreement contained in the FEIS, and it is our intention to conduct further specific negotiations with the Honor family after the Record of Decision is issued by FHWA.

I trust that this development does not change the fact that LA DOTD and FHWA are still in agreement with the relocation mitigation plan and participation in the relocation and acquisition costs associated with the Honor property on the above captioned project.

Yours very truly,

LLOYD P. SCALLAN
REAL ESTATE ADMINISTRATOR

cc: Charles E. Hudson
J. Harvey Blanchard
Paul M. Charron
file

Date: Friday, August 10, 2007

To: Whom it May Concern:

From: Honor Family
P.O. Box 334
Boutte, LA 70039

Re: Relocation Mitigation Agreement

We, *the Honor family*, do not agree with the relocation mitigation agreement presented to Elwood & Cora Honor, Roy & Lillian Honor, Greg & Roxanne Wilson, Sharon Honor, Morris Honor, Maggie Honor, & Olivia Henderson on August 6, 2007. This is the same proposal given to us at the first meeting approximately two years ago in August. There was supposed to be a meeting with certain parties of the development team, council members, Clayton "Snookie" Foucheaux, Desmond Hillarie, as well as representative, Joel Chaisson, at the capital in Baton Rouge in reference to what they could do for the *Honor family* since we disagreed with the offer. This meeting **never** took place and we, *the Honor family*, were never contacted until Thursday August 2, 2007 from the Department of Transportation & Development Real Estate.

I, Sharon Honor, was called by Mr. Paul Charron in reference to getting some updated information about the individuals involved. There were going to be two people from his office coming out to gather this information. I spoke with a Mrs. Erin Roussel and a Mr. Richard. They also went to the other individuals and spoke with them about their living arrangements. This all took place on August 2, 2007. Then on Monday around noon, I received a call from a Mr. Patrick Duet from the Real Estate Department asking if it would be okay to come by and give the families involved a proposed agreement. I was very puzzled because when I asked Mr. Charron if they were ready to move us and purchase any property he said **not at this time. We are not in a position to acquire any land or homes. The information is only to update us on the living status.** Some of the family members were told they needed to sign the agreement and return within a couple of days. **Why should we sign anything when we did not sit down with all parties involved and come to an agreement? How can you say this is an agreement when it does not state all the facts and has no detailed information?**

The information given thus far is *very general*. There were also some changes that needed to be discussed about who is to be included. Mr. Alex Pierre is no longer to be considered with the move. Mrs. Sarah Lou Honor Pierre, his wife, is now deceased. Alex Pierre, along with the *Honor family* wishes to **NOT** include him in any mitigation due to her death in December 2005.

If there is no money or no location, then how can you submit an agreement? There needs to be a round table discussion among the parties involved before any signatures are given. If we are going to work together then let's do just that. In order to get something you must give something. This goes for all parties involved. It has been stated and spoken over and over that each department is trying to work with the *Honor family* and looking out for our best interest. **Well, prove it! We need to compromise and you need not just listen to what we say, but seriously take what we have to share into consideration. Just because we are in a low income minority area does not give you the authority to take advantage of us.**

Sincerely,

Miss Sharon M. Honor

**RELOCATION ASSISTANCE MITIGATION AGREEMENT
LOG OF CONTACTS**

| DATE OF CONTACT | PARTY CONTACTED - TYPE AND PLACE OF CONTACT - SUMMARY OF NEGOTIATIONS AND RESULTS |
|-----------------|---|
| <u>8/7/2007</u> | <p>PERSON (S) CONTACTED: <u>Alex Pierre</u></p> <p>PLACE OF CONTACT: <u>his home in Boutte, LA</u></p> <p>OTHER PERSON(S) PRESENT: <u>unknown</u></p> <p>TYPE OF CONTACT: <u>telephone</u></p> <p>DISCUSSION: Attempted to contact Mr. Pierre by telephone at his home and at his place of employment to determine if he will be a party to the agreement or if he accepts the agreement, but he was not available. Left a message on his home answering machine requesting he return my call.</p> |
| <u>8/7/2007</u> | <p>PERSON(S) CONTACTED: <u>Sharon M. Honor</u></p> <p>PLACE OF CONTACT: <u>her office at Otto Candies, Inc. in Boutte, LA</u></p> <p>OTHER PERSON(S) PRESENT: <u>none</u></p> <p>TYPE OF CONTACT: <u>telephone</u></p> <p>DISCUSSION: Paul M. Charron, R/E District Manager, received a call from Sharon Honor. She stated that they have received the agreement, but they are not signing anything. She said that she is speaking for everyone in the Honor family, except Alex Pierre. She said that Alex Pierre is no longer in the group because his wife is now deceased. I told her that I know Mr. Pierre expressed that he does not want to move with the rest of the Honor family. Ms. Honor said that one reason they will not sign the agreement is because it does not state a location for the replacement property. Sharon Honor thought there was going to be a meeting with DOTD and the Honor family before we got to this point. She wants DOTD and the Honor family to meet in order to reach agreement on all of the concerns of the Honor family. She said that she would like this relocation to be handled in a timely manner after the ROD. Ms. Honor said that she will write a letter, and I can expect it Thursday (8/9) or Friday (8/10) this week. I assured her that I will send her letter to the proper authorities in DOTD and FHWA.</p> |
| | <p>PERSON(S) CONTACTED: _____</p> <p>PLACE OF CONTACT: _____</p> <p>OTHER PERSON(S) PRESENT: _____</p> <p>TYPE OF CONTACT: _____</p> <p>DISCUSSION: _____</p> |

PAUL M. CHARRON
REAL ESTATE DISTRICT MANAGER

PATRICK F. DUET
REAL ESTATE SPECIALIST III
DATE: August 7, 2007

APPENDIX 7-A

Notice of Intent

Federal Register / Vol. 71, No. 42 / Friday, March 3, 2006 / Notices

11013

- Approval of Summary for the Fourth meeting held on 7–8 February 2006, RTCA Paper No. 035–06/SC204–013.
- EUROCAE ELT Status.
- Committee Presentations, Discussion, Recommendations.
- Revisions/Updates to DO–204—Minimum Operational Performance Standards for 406 MHz Emergency Locator Transmitters (ELT).
- Revisions/Updates to DO–183—Minimum Operational Performance Standards for Emergency Locator Transmitters—Automatic Fixed-ELT (AF), Automatic Portable-ELT (AP), Automatic Deployable-ELT (AD), Survival-ELT (S) Operating on 121.5 and 243.0 Megahertz.
- Closing Session (Other Business, Assignment/Review of Future Work, Date and Place of Next Meeting, Closing Remarks, Adjourn).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, On February 21, 2006.

Francisco Estrada C.,
RTCA Advisory Committee.
[FR Doc. 06–2011 Filed 3–2–06; 8:45 am]
BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Lafourche, St. Charles, and Jefferson Parishes, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise interested agencies and the public that, in accordance with the National Environmental Policy Act (NEPA), an Environmental Impact Statement (EIS) will be prepared for a proposed road project (State Project No. 700–92–0011 and Federal Aid Project No. NH–9201(501)) in Lafourche, St. Charles, and Jefferson Parishes, Louisiana.

FOR FURTHER INFORMATION CONTACT: Mr. William C. Farr, Programs Operations

Manager, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 757–7615; Facsimile: (225) 757–7601 or Mr. Vincent Russo, Environmental Engineer Administrator, Louisiana Department of Transportation and Development, P.O. Box 94245, Baton Rouge, Louisiana 70804, Telephone: (225) 242–4502; Facsimile: (225) 242–4500.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Louisiana Department of Transportation and Development (LDOTD), will prepare an EIS on a proposal to upgrade a portion of U.S. Highway 90 (US 90) to full “Control of Access” highway meeting interstate standards. US 90 would become an extension of Interstate 49 (I–49). The project consists of the proposed I–49 extension from Raceland to the completed portion of the Westbank Expressway. The approximate distance of the project is 43 miles.

Previously, on April 7, 2003, separate Notices of Intent were published for the I–49 South Raceland to David Pond section of I–49 and the section from LA 306 to the Westbank Expressway. These separate environmental documents are in preparation but yet unfinished. Public comments to date raised common concerns with the scope of the cumulative impact inquiry if each section of I–49 is treated as separate based upon logical termini and independent utility. Thus, the two sections of the proposed I–49 are to be considered together to measure cumulative impacts under 40 CFR 1508.7.

The LDOTD, in coordination with the FHWA, will continue to conduct preliminary environmental (both social and natural environment) and engineering constraints studies, the development of concept line and grade alternatives, initial impact evaluation, more detailed study of line and grade alternatives and environmental impact and cumulative impacts. FHWA and LDOTD will develop a DEIS, hold a public hearing, select a preferred alternative, prepare a Final EIS with complete detailed environmental and line and grade studies, and a Record of Decision for I–49 from Raceland to the completed portion of the Westbank Expressway.

Previously, there have been a total of twelve public information meetings among the three parishes to receive public comment throughout the NEPA process, and a public hearing has been conducted in Lafourche and St. Charles Parishes for SIU 1 from Raceland to the Davis Pond. Additionally, town hall,

small group informational, and public officials’ meetings have been held and will continue to be held. There will be an additional public hearing.

Interested individuals, organizations, and public agencies are invited to attend the public meetings and participate in identifying any important environmental issues related to the proposed alternatives and suggesting alternatives which are more economical or which have less environmental effects while achieving similar transportation objectives.

To ensure that the full range of issues related to this proposed action is addressed, and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

The public will receive notices on location and time of future opportunities for participation at meetings and public hearings through newspaper advertisements and other means. If you wish to be placed on the mailing list to receive further information as the project develops, please contact Mr. William Farr with FHWA or Mr. Vincent Russo with LDOTD at the address above.

In accordance with the regulations and guidance by the Council on Environmental Quality (CEQ), as well as 23 CFR part 450 and 23 policies; the EIS will include an evaluation of the social, economic, and environmental impacts of the alternatives. The EIS will comply with the requirements of the Clean Air Act Amendments of 1990 and with Executive Order 12898 on Environmental Justice. The EIS will meet the requirements of the U.S. Environmental Protection Agency’s transportation conformity regulations (40 CFR part 93 and 23 CFR 450.322(b)(8)). After publication, the Draft EIS will be available for public agency review and comment.

The Final EIS will consider the public and agency comments received during the public and agency circulation of the Draft EIS and will determine the preferred alternative. Opportunity for additional public comment will be provided throughout all phases of the project development.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

11014

Federal Register / Vol. 71, No. 42 / Friday, March 3, 2006 / Notices

Dated: Issued on February 27, 2006.

Joe A. Bloise,

Acting Division Administrator, FHWA, Baton Rouge, Louisiana.

[FR Doc. 06-1981 Filed 3-2-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Notice of Final Federal Agency Actions on Proposed Highway Project in California****AGENCY:** Federal Highway Administration (FHWA), DOT.**ACTION:** Notice of limitation on claims for judicial review of actions by FMWA and other Federal agencies.**SUMMARY:** This notice announces a final approval action taken by the FHWA within the meaning of 23 U.S.C. 139(j)(1). The action concerns a proposed project, First Street Viaduct and Street Widening Project on First Street between Hewitt Street and Clarence Street in Los Angeles County, California.**DATES:** By this notice, the FHWA is advising the public of final agency action subject to 23 U.S.C. 139(j)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before August 30, 2006. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.**FOR FURTHER INFORMATION CONTACT:** Steve Healow, Project Development Engineer, Federal Highway Administration, 650 Capitol Mall #4-100, Sacramento, CA 95814, weekdays between the hours of 7 a.m. and 4 p.m., telephone 916-498-5849, Steve.Healow@fhwa.dot.gov. Gary Iverson, California Department of Transportation, Division of Environmental Planning, 100 South Main Street, Ste #100, Los Angeles, CA 90012-3712, 213-897-3818, Gary.Iverson@dot.ca.gov.**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the FHWA has signed a Record of Decision for the First Street Viaduct and Street Widening Project [BHLS-5006(636)] in Los Angeles, California. The project will widen the First Street Viaduct by approximately twenty-six feet, providing two eastbound and two westbound traffic lanes on the viaduct between Vignes Street and Mission Road separated by dual light rail tracks within a raised

median. The project would also widen First Street east of the viaduct between Mission Road and Clarence Street to align the street with the widened viaduct. Further improvements to the viaduct will replace the north railing, provide roadway shoulders and reconstruct the Santa Fe Avenue and Myers Street undercrossings to meet current design standards. Total length of the project is approximately 0.7 miles. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS) for the project, approved on November 30, 2005, in the FHWA Record of Decision (ROD) issued on February 22, 2006, and in other documents in the FHWA administrative record. The FEIS, ROD, and other documents in the FHWA administrative record file are available by contacting the FHWA or the California Department of Transportation at the addresses provided above.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to the National Environmental Policy Act, the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303), the Endangered Species Act, the Clean Air Act, and the Uniform Relocation Assessment and Real Property Acquisition Policies Act of 1970, as amended [No private right of action under SAFETEA-LU].

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(j)(1).

Issued on: February 24, 2006.

Gene K. Fong,Division Administrator, Sacramento, CA.
[FR Doc. 06-1988 Filed 3-2-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Notification of Petitions for Approval; Processor-Based Signal and Train Control Systems**

In accordance with 49 Code of Federal Regulations (CFR) 236.913(e)(1), notice is hereby given that the Federal Railroad Administration (FRA) has received a petition for approval of a Product Safety Plan (PSP) submitted pursuant to 49 CFR part 236, subpart H. Although not

required, FRA is providing notice that it has also received petitions for approval of three Railroad Safety Program Plans (RSPP) submitted pursuant to 49 CFR part 236, subpart H. The individual petitions are described below, including the party seeking approval, the requisite docket numbers, and a brief summary of the petition where required. FRA will only accept comments on the petition for approval for the Product Safety Plan, as required by 49 CFR 236.913(e)(2).

PSP**BNSF Railway Company (BNSF)**

Docket Number FRA 2006-23687

(Other Docket Numbers that may contain relevant information: FRA 2006-23686 and FRA 2003-15432).

BNSF submitted a petition for approval of a PSP for its Electronic Train Management System (ETMS). BNSF asserts that the PSP demonstrates that ETMS has been designed in a safe manner and that it supports BNSF's assessment that railroad operations with ETMS are as safe, or safer, than railroad operations without ETMS. The PSP provides descriptions of: The ETMS itself; ETMS safety process and analyses; validation and verification processes used during development of ETMS; and operational and support requirements and procedures.

Interested parties are invited to participate in this safety review by providing written information or comments pertinent to FRA's consideration of the above petition for approval of a Product Safety Plan. All communications concerning this safety review should identify the appropriate docket number (e.g., Petition for Approval Docket Number FRA-2006-23687) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC 20590-0001. Communication received within 90 days of the date of this notice will be considered by FRA to the extent practicable. All written communications concerning this safety review are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Anyone is able to search the electronic form of all the comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the

APPENDIX 7-B

SOV Letters and Lists of Recipients



April 2, 2003

STATE PROJECT NO. 700-92-0011
FEDERAL AID PROJECT NO. HP-9201(501)
I-49 SOUTH
ROUTE: US 90
RACELAND to DAVIS POND DIVERSION, SIU 1
LAFOURCHE AND ST. CHARLES PARISHES

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist the Louisiana Department of Transportation and Development (LaDOTD) with the early identification of possible adverse economic, social, or environmental effects or concerns. On behalf of the LaDOTD, Providence Engineering and Environmental Group LLC (Providence Engineering) requests your assistance in this regard.

Due to the earliness of this request for your views, very limited data concerning the proposed project exists. Providence Engineering has attached a map showing the general location of the project, along with a preliminary project description to assist in your review.

It is requested that you review the attached information and furnish us with your views and comments by May 2, 2003. Replies should be addressed to Rich Major at Providence Engineering, 6160 Perkins Road, Suite 100, Baton Rouge, Louisiana 70808. Please reference the captioned project in your reply.

Sincerely,
Providence Engineering and Environmental Group LLC

Karen Holden
for
Rich Major, P.E.
Sr. Managing Partner

Attachments

P.O. Box 84380 • Baton Rouge, Louisiana 70884-4380 • 225-766-7400 • Fax 225-766-7440

PRELIMINARY PROJECT DATA

LaDOTD has proposed to upgrade a portion of US 90 as an extension of Interstate 49. This portion of US 90 extends approximately 23 miles from Raceland to the Davis Pond Diversion in Lafourche and St. Charles Parishes, respectively. A vicinity map is enclosed.

Existing Conditions:

Existing US 90 consists of a 4-lane divided roadway in the project area, with safety shoulders and swale drainage. In the project area, US 90 is essentially at grade, with the exception of the Louisiana Highway 1/Louisiana Highway 308 interchange and the bridge over Bayou Des Allemands.

Land use along the corridor includes rural Raceland and the communities of Des Allemands, Bayou Gauche, Paradis, Hahnville, Luling, and Boutte. Outside these communities, the land use is agricultural and undeveloped potential wetlands interspersed with business, industrial, and residential parcels. US 90 currently provides direct access to commercial, residential, industrial and agricultural properties.

Project Objectives:

Within the project limits, existing average daily traffic (ADT) on US 90 ranges from 20,400 to 35,900 vehicles per day. A traffic model will be developed as part of the project planning, which will project future traffic in Year 2010 and Year 2030. This model will be utilized to document the future need for the improvements and to define capacity requirements for the main line roadway, frontage roads and interchanges. Other project objectives include:

- Providing sufficient capacity for hurricane evacuation routes;
- Maintaining access to abutting properties; and
- Avoidance and/or minimization of adverse environmental and community impacts.

Proposed Action:

The proposed action by the LaDOTD will involve converting US 90 in the project area to a full "Control of Access" highway meeting current interstate standards. The proposal will include standardizing travel lane widths, adding safety shoulders where needed, constructing interchanges at specific intersections, constructing frontage roads to accommodate local traffic patterns, possible construction of new alignments, and providing drainage improvements as needed. New frontage road construction will be undertaken, and existing frontage roads will be improved as appropriate to address access and safety issues.

In addition to the study of new alignments, alternatives include:

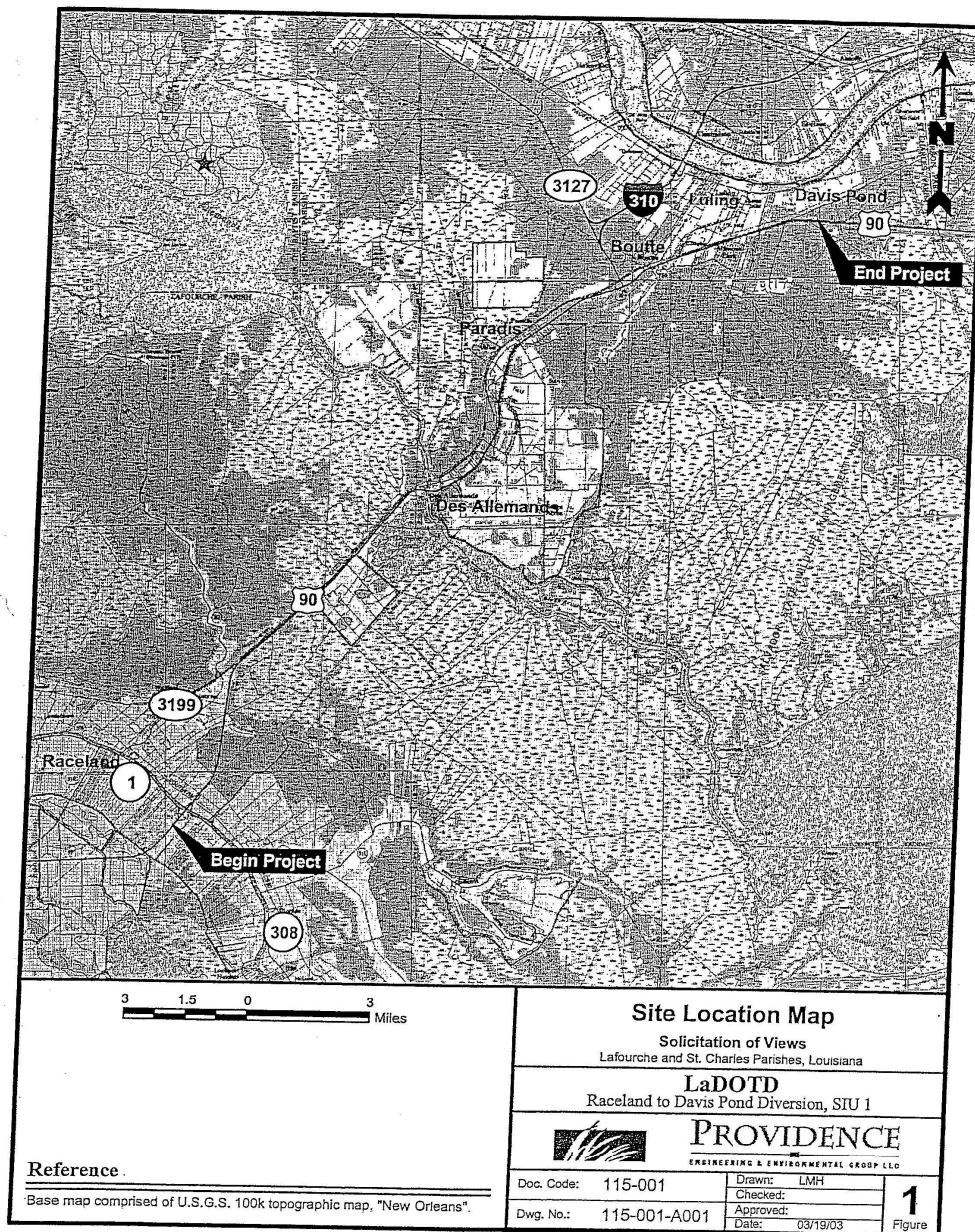
- Utilization of the existing right-of-way to the maximum extent practicable to incorporate a controlled access roadway with one-way frontage road system; and
- Utilization of the existing right-of-way to the maximum extent practicable to incorporate a controlled access roadway with a two-way frontage road system.

Depending on the selected alignment and roadway typical section, additional right-of-way may be required along portions of the route and at potential interchange locations. Associated relocations may be required in conjunction with right-of-way requirements. Wetlands may be impacted contingent upon right-of-way needs.

Schedule:

Commensurate with the development of Line and Grade studies, an Environmental Impact Statement (EIS) will be prepared for the project. EIS documentation will be consistent with the Federal Highway Administration's Environmental Impact and Related Procedures (23 CFR Part 771). Delivery of the Draft EIS is anticipated in late summer 2004.

115-001-0000.MH





Infrastructure, buildings, environment, communications

State Project No.: 700-92-0011
 Federal Aid Project No.: HP-9201(501)
 Future I-49 South SIU 2
 (LA 306 to Westbank Expressway)
 Route: US 90
 Jefferson and St. Charles Parishes

Solicitation of Views

Dear Sir or Madam:

ARCADIS has been retained by the Louisiana Department of Transportation and Development (LDOTD) to prepare an Environmental Impact Statement (EIS) for the above referenced project. This project is referred to as Section of Independent Utility 2 (SIU 2). The proposed project study area is from LA 306 west of Paradis, Louisiana, in St. Charles Parish to the elevated Westbank Expressway in Jefferson Parish.

As a part of the planning process, an EIS is being prepared to facilitate the decision making process. On behalf of LDOTD, ARCADIS is requesting that you participate in this process by providing your views and suggestions for the proposed project. In order to request all views, suggestions, and comments, we are writing all parties who have interest, expressed interest in the past, or are located in the project area to request their input.

Attached you will find a preliminary project description and vicinity map illustrating the proposed project location. We request that all views, comments, and suggestions be sent via mail to the project manager, Mr. David Escude', P.E., ARCADIS G&M, Inc., 2900 West Fork Drive, Suite 540, Baton Rouge, Louisiana 70827, by May 5, 2003. Please reference the captioned project in your reply.

Sincerely,

ARCADIS G&M, Inc.

David R. Escude', P.E.
 Associate Vice President/Principal Engineer

DRE:rd
 Attachments

Part of a bigger picture

ARCADIS G&M, Inc.
 2900 West Fork Drive
 Suite 540
 Baton Rouge
 Louisiana 70827
 Tel 225 292 1004
 Fax 225 292 5210
 www.arcadis-us.com

TRANSPORTATION

Date:
 4 April 2003

Contact:
 David R. Escude'

Extension:
 245

Email:
 descude@arcadis-us.com

Our ref:
 LA002329.0001.000EN
 DMJM/2329/CJ/rd

**PRELIMINARY PROJECT DESCRIPTION
FUTURE I-49 SOUTH (SIU 2)
LA 306 TO THE WESTBANK EXPRESSWAY
JEFFERSON AND ST. CHARLES PARISHES
STATE PROJECT NO.: 700-92-0011
FEDERAL AID PROJECT NO.: HP-9201(501)**

The Federal Highway Administration (FHWA), in cooperation with the Louisiana Department of Transportation and Development (LDOTD), will prepare an Environmental Impact Statement (EIS) on a proposal to improve U.S. Route 90 (U.S. 90) in St. Charles and Jefferson Parishes, Louisiana. The proposed improvement would upgrade the existing roadway to Federal Interstate Standards on existing and new alignment and name the new facility Interstate 49 (I-49). The proposed project originates west of the Interstate 310 (I-310) interchange at the intersection of LA 306 and U.S. 90 in St. Charles Parish and proceeds eastbound along the U.S. 90 corridor to the end of the elevated portion of the Westbank Expressway in Jefferson Parish. The project length is approximately 20 miles.

Existing Conditions:

Existing U.S. 90 consists of a four-lane divided and undivided roadway in the project area with safety shoulders and swale type drainage. The roadway in the project area is essentially at grade. Through most of the project corridor, U.S. 90 shares the project corridor with the active Burlington Northern-Santa Fe (BNSF) freight railroad line. Land use along the corridor includes agricultural, undeveloped, solid waste landfills, as well as the developed areas of the Cities of Paradis, Boutte, Luling, Waggaman, Avondale, and Westwego. The principal land uses within these cities is business, industrial, and residential parcels. U.S. 90 currently provides direct access to commercial, residential, industrial, and agricultural properties.

Project Objectives:

Within the project limits, existing average daily traffic (ADT) on U.S. 90 ranges from 17,200 to 65,500 vehicles per day. The regional traffic model will be updated as part of the project planning. The model will project future traffic in Year 2010 and Year 2030. This model will be utilized to document the future need for the improvements and to define capacity requirements for the mainline roadway, frontage roads, and interchanges.

Other project objectives include:

- Providing sufficient capacity for hurricane evacuation routes;
- Maintaining access to abutting properties; and
- Avoiding and/or minimizing adverse environmental and community impacts.

Proposed Action:

The proposed action by the LDOTD will involve converting U.S. 90 in the project area to a full "Control of Access" highway, meeting current interstate standards. The proposal will include standardizing travel lane widths, adding safety shoulders where needed, constructing interchanges at specific intersections, constructing frontage roads to accommodate local traffic patterns, and providing drainage improvements as needed. New Frontage Road construction would be undertaken, and existing frontage roads will be

improved as appropriate to address access and safety issues. Also, included in this proposal is a new and improved interchange with I-310, just west of Boutte, Louisiana, and design variations of grade and alignment with various geometric concepts on the segment of U.S. 90/I-49 between the Huey P. Long Bridge and the end of the project to the east.

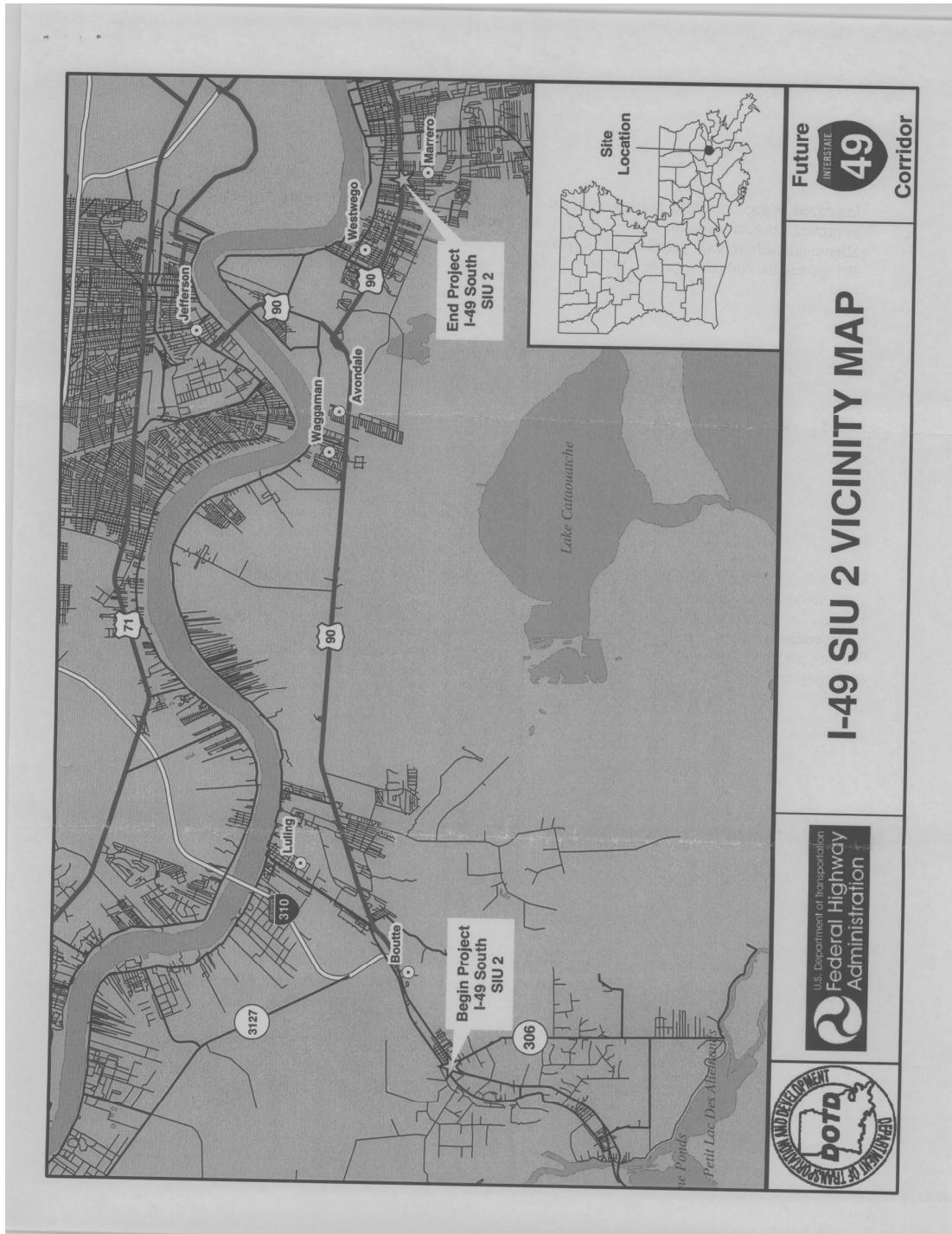
Alternatives include:

- Utilization of the existing right-of-way (ROW; to the maximum extent practicable) to incorporate a controlled access roadway with a one-way frontage road system;
- Utilization of the existing ROW (to the maximum extent practicable) to incorporate a controlled access roadway with a two-way frontage road system;
- Utilization of new alignments to incorporate a controlled access roadway with a one-way frontage road system;
- Utilization of new alignments to incorporate a controlled access roadway with a two-way frontage road system; and
- Interchanges, which provide grade separations over the BNSF railroad and other main roadways (as necessary), will be considered.

Depending on the selected alignment and roadway typical section, additional ROW may be required along portions of the route and at potential interchange locations. Associated relocations may be required in conjunction with ROW requirements. Wetlands may be impacted at stream crossings and in association with any required additional ROW.

Schedule:

Commensurate with the development of Line and Grade Studies, an EIS will be prepared for the project. EIS documentation will be consistent with the FHWA's *Environmental Impact and Related Procedures* (23 Code of Federal Regulations Part 771.111). Delivery of the Draft EIS is anticipated in late Summer 2004.



DEPT OF TRANSPORTATION
FEDERAL AVIATION
ATTN: ASW-472
FT WORTH TX 76193

LA DEPT OF WILDLIFE & FISHERIES
ECOLOGICAL STUDIES SECTION
PO BOX 98000
BATON ROUGE LA 70898-9000

HONORABLE W. J. "BILLY" TAUZIN
US HOUSE OF REPRESENTATIVES
107 FEDERAL BUILDING
HOUMA LA 70360

LA DEPT ECONOMIC DEVELOPMENT
OFFICE OF COMMERCE & INDUSTRY
PO BOX 94185
BATON ROUGE LA 70804-9185

EXECUTIVE DIRECTOR
LA FORESTRY ASSOC
PO DRAWER 5067
ALEXANDRIA LA 71301

HONORABLE JIM MCCRERY
LA HOUSE OF REPRESENTATIVES
6425 YOUREE DR, # 350
SHREVEPORT LA 71101-4600

LA DEPT OF AGRI & FORESTRY
OFFICE OF FORESTRY
PO BOX 1628
BATON ROUGE LA 70821

HONORABLE CHRIS JOHN
US HOUSE OF REPRESENTATIVES
800 LAFAYETTE ST, SUITE 1400
LAFAYETTE LA 70501

FEDERAL ACTIVITIES BR (6E-F)
US ENVIRONMENTAL PROTECTION
AGENCY
1445 ROSS AVE
DALLAS TX 75202-2733

LA DEPT OF AGRICULTURE &
FORESTRY
OFFICE OF SOIL / WATER
CONSERVATION
PO BOX 3554
BATON ROUGE LA 70821-3554

HONORABLE JOHN COOKSEY
US HOUSE OF REPRESENTATIVES
113 CANAL HOUSE BLDG
WASHINGTON DC 20515

HONORABLE DAVID VITTER
US HOUSE OF REPRESENTATIVES
2800 VETERANS MEMORIAL BLVD, #201
METAIRIE LA 70002-6130

LA DEPT OF CULTURE RECREATION
& TOURISM
DIVISION OF ARCHAEOLOGY
PO BOX 44247
CAPITOL ANNEX 3RD
BATON ROUGE LA 70804

LA DEPT OF PUBLIC SAFETY
HIGHWAY SAFETY COMMISSION
PO BOX 66336
BATON ROUGE LA 70896

HONORABLE RICHARD H. BAKER
US HOUSE OF REPRESENTATIVES
5757 CORPORATE BLVD, SUITE 104
BATON ROUGE LA 70808

MS. LISA MILLER
LA DEPT OF ENVIRONMENTAL QUALITY
PO BOX 82231
BATON ROUGE LA 70884-2231

HONORABLE WILLIAM J. JEFFERSON
US HOUSE OF REPRESENTATIVES
501 MAGAZINE ST, SUITE 1012
NEW ORLEANS LA 70130

LA DEPT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
PO BOX 94275
BATON ROUGE LA 70804-9275

CURTIS F. HOGLAN / LAF ECON
211 DEVALCOURT ST
LAFAYETTE LA 70506-4121

LA DEPT OF WILDLIFE & FISHERIES
ATTN: MR MAURICE WATSON
PO BOX 98000
BATON ROUGE LA 70898-9000

| | |
|--|--|
| LA GOOD ROADS ASSOCIATION ATTN: PRESTON EGGERS 646 NORTH ST BATON ROUGE LA 70802 | DEPT OF THE INTERIOR GEOLOGICAL SURVEY 3535 SOUTH SHERWOOD FOREST, SUITE 120 BATON ROUGE LA 70806 |
| LA STATE PLANNING OFFICE CAPITOL ANNEX BLDG, 2 ND FLOOR P.O. BOX 94095 BATON ROUGE LA 70804-4095 | LA STATE ATTORNEY GENERAL P.O. BOX 94095 BATON ROUGE LA 70804-9095 |
| MR. DONALD GOHMERT NATURAL RESOURCES CONSERVATION SERVICE 3737 GOVERNMENT ST. ALEXANDRIA LA 71302 | HONORABLE MARY LANDRIEU UNITED STATES SENATOR FEDERAL BUILDING, ROOM 326 707 FLORIDA BLVD BATON ROUGE LA 70801 |
| REGION ENVIRONMENTAL OFFICER US DEPT OF HOUSING / URBAN DEVELOPMENT P.O. BOX 2905 FORT WORTH TX 76113 | US FISH & WILDLIFE SERVICE 646 CAJUNDOME BLVD, SUITE 400 LAFAYETTE LA 70506 |
| LA NATURAL HERITAGE PROGRAM LA DEPT OF WILDLIFE & FISHERIES P.O. BOX 98000 BATON ROUGE LA 70898-9000 | MR GREG SOLVEY FEMA REGION VI 800 NORTH LOOP 288 DENTON TX 76201 |
| MR. MICHAEL P. JANSKY 6ENXP ENVIRONMENTAL PROTECTION AGENCY 1445 ROSS AVE DALLAS TX 75202-2733 | HONORABLE JOHN B. BREAU UNITED STATES SENATOR 501 MAGAZINE ST, SUITE 1005 NEW ORLEANS LA 70301 |
| US DEPT OF THE INTERIOR NATIONAL PARK SERVICE P.O. BOX 728 SANTA FE NM 87504-0728 | ENVIRONMENTAL ASSESSMENT SIERRA CLUB / DELTA CHAPTER P.O. BOX 19469 NEW ORLEANS LA 70179-0469 |
| LA STATE MINERAL BOARD P.O. BOX 2827 BATON ROUGE, LA 70821-2827 | OFFICE OF STATE PARKS LA DEPT OF CULTURE RECREATION & TOURISM P.O. BOX 44426 BATON ROUGE LA 70804 |
| DIVISION OF ADMINISTRATION STATE LAND OFFICE P.O. BOX 44124 BATON ROUGE LA 70804 | US DEPT OF COMMERCE ECONOMIC DEVELOPMENT ADMN 327 CONGRESS AVE, SUITE 200 AUSTIN TX 78701 |
| US DEPT OF THE INTERIOR REGIONAL ENVIRONMENTAL OFFICE 100 ALABAMA ST SW 1924 BUILDING ATLANTA GA 30303 | MR. FRANK DEFFES DHH / PUBLIC HEALTH / SANITARIAN ROOM 210 P.O. BOX 60630 NEW ORLEANS LA 70160 |

MS. CLAUDIA NISSLEY
DIRECTOR, ADVISORY COUNCIL
HISTORIC PRESERVATION
12136 W BAYAUD AVE, #330
LAKEWOOD CO 0228-2113

US ENVIRONMENTAL PROTECTION
AGENCY
OFFICE OF GROUNDWATER
1445 ROSS AVE
DALLAS TX 75202-2733

LOUISIANA STATE UNIVERSITY
SEA GRANT LEGAL PROGRAM
170 LAW CENTER, LSU
BATON ROUGE LA 70803-118

COMMANDER
8TH COAST GUARD DISTRICT
HALE BOGGS FEDERAL BUILDING
501 MAGAZINE ST
NEW ORLEANS LA 70130-3396

MR. MORTON WAKELAND, JR.
MARINE & WETLANDS SECTION
6WQ-EM
US ENVIRONMENATL PROECTION AGCY
1445 ROSS AVE
DALLAS TX 75202-2733

FLOODPLAIN MANAGEMENT PGM
LaDOTD – ROOM 430
PO BOX 94245
BATON ROUGE LA 70804-9245

LA DEPT OF HEALTH & HOSPITALS
DIVISON OF ENVIRONMENTAL HEALTH
ATTN: DOUG VINCENT, CHIEF
ENGINEER
6867 BLUEBONNET RD
BATON ROUGE LA 70810

MR. MARK S. DAVIS
EXECUTIVE DIRECTOR
COALITION TO RESTORE COASTAL
200 LAFAYETTE ST, SUITE 500
BATON ROUGE LA 70801-1203

CHITIMACHA TRIBE OF LA
ALTON LEBLANC, CHAIRMAN
P.O. BOX 661
CHARENTON LA 70523

COUSHATTA TRIBE OF LA
LOVELIN PONCHO, CHAIRMAN
P.O. BOX 818
ELTON LA 70532

JEAN BAND OF CHOCTAWS
BEVERLY C. SMITH, CHAIRPERSON
P.O. BOX 14
JENA LA 71342

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EARL J BARBRY SR, CHAIRMAN
P.O. BOX 331
MARKSVILLE LA 71351

CADDO TRIBE OF OKLAHOMA
LaRUE MARTIN PARKER, CHAIRMAN
P.O. BOX 487
BINGER, OK 73009

MISSISSIPPI BAND OF CHOCTAW
INDIANS
PHILLIP MARTIN, CHAIRMAN
P.O. BOX 6257
PHILADELPHIA MS 39350

QUAPAW TRIBE OF OKLAHOMA
TAMARA MARTIN, CHAIRMAN
P.O. BOX 765
QUAPAW OK 74363-0765

CADDO ADAI INDIANS OF LA
RUFUS DAVIS, JR, CHAIRMAN
ROUTE 2, BOX 246
ROBELINE LA 71469

CLIFTON CHOCTAW TRIBE OF LA
ROY L. TYLER, CHAIRMAN
1312 CLIFTON RD
CLIFTON LA 71447

UNITED HOUMA NATION
BRENDA DARDAR, CHAIRMAN
20986 LA HWY 1
GOLDEN MEADOW LA 70357

APALACHEE TRIBE OF LA
GILMER BENNETT
P.O. BOX 84
LIBUSE LA 71348

| | |
|--|--|
| OFFICE OF INDIAN AFFAIRS JOEY STRICKLAND, DIRECTOR 365 N. FOURTH ST P.O. BOX 94004 BATON ROUGE LA 70804-9004 | BAYOU LAFOURCHE FRESH WATER DISTRICT 1018 ST. MARY STREET THIBODAU LA 70301 |
| INTER-TRIBAL COUNCIL OF LA, INC MONA KOGL, DIRECTOR 5723 SUPERIOR DR, S.B-1 BATON ROUGE LA 70816 | HONORABLE H. B. "HUNT" DOWNER, JR. LA HOUSE OF REPRESENTATIVES (DISTRICT 52) P O BOX 7015 HOUMA LA 70361 |
| ALABAMA COUSHATTA TRIBE OF TEXAS KEVIN BATTISE, CHAIRMAN RT. 3, BOX 640 LIVINGSTON TX 77351 LAFOURCHE PARISH SHERIFF MR. CRAIG WEBER THIBODAU LA 70301 | HOUMA-TERREBONNE CHAMBER OF COMMERCE 1700 ST. CHARLES STREET HOUMA LA 70360 |
| LAFOURCHE TELEPHONE CO. INC. JOHN BRADY, JR. CHAIRMAN P.O. BOX 188 LAROSE LA 70373 | LA DEPT OF NATURAL RESOURCES COASTAL MANAGEMENT DIVISION P. O. BOX 44487 BATON ROUGE LA 70804 |
| HONORABLE LOULAN J. PITRE JR LA HOUSE OF REPRESENTATIVES (DISTRICT 54) 104 WEST 65TH STREET CUT OFF LA 70345 | LAFOURCHE PARISH OFFICE COMMUNITY ACTION P. O. BOX 320 RACELAND LA 70394 |
| MR KIRBY VERRET, CHAIRMAN UNITED HOUMA NATION STAR ROUTE BOX 95-A GOLDEN MEADOW LA 70357 | ST CHARLES PARISH PLANNING AND ZONING COMMISSION P. O. BOX 302 HAHNVILLE LA 70057 |
| HONORABLE JOEL T. CHAISSON II THE STATE SENATE (DISTRICT 19) P O BOX 1255 DESTREHAN LA 70047 504.764.9596 phone | CHAMBER OF COMMERCE V. J. KIRKPATRICK, PRESIDENT P. O. BOX 467 THIBODAU LA 70301 |
| LAFOURCHE PARISH COUNCIL P O BOX 5548 THIBODAU LA 70301 | GREATER LAFOURCHE PORT COMMISSION P. O. BOX 490 GALLIANO LA 70354 |
| HONORABLE WARREN TRICHE LA HOUSE OF REPRESENTATIVES (DISTRICT 55) 907 JACKSON STREET THIBODAU LA 70301 | LAFOURCHE-TERREBONNE SOIL & WATER CONSERVATION DIST OF LA 204 EAST BAYOU RAOD THIBODAU,LA 70301-2941 |

LOUISIANA STATE POLICE TROOP C
4047 WEST PARK
GRAY LA 70359

NATIONAL MARINE FISH SERVICE
HABITAT CONSERVATION DIVISION
LSU CENTER FOR WETLANDS
RESEARCH
BATON ROUGE LA 70803-7535

SOUTH CENTRAL PLANNING
& DEVELOPMENT COMMISSION
MR. KEVIN BELANGER, DIRECTOR
P. O. BOX 1870
GRAY, LA 70359

LAFOURCHE PARISH SCHOOL BOARD
P O BOX 879
THIBODAU LA 70301

MS. AMY POWELL
DEPT OF THE ARMY – TECH SUPPORT
P. O. BOX 60267
NEW ORLEANS LA 70538

FLOODPLAIN ADMINISTRATOR
LAFOURCHE PARISH POLICE JURY
P O BOX 5598
THIBODAU LA 70301

HONORABLE REGGIE DUPRE
THE STATE SENATE
(DISTRICT 20)
P O BOX 3893
HOUMA LA 70361

HONORABLE DAMON BALDONE
LA HOUSE OF REPRESENTATIVES
(DISTRICT 53)
162 NEW ORLEANS BLVD
HOUMA LA 70364

HONORABLE ERNEST D. WOOTEN
LA HOUSE OF REPRESENTATIVES
(DISTRICT 105)
104 NEW ORLEANS STREET
BELLE CHASSE LA 70037

MS. ANNE M. PERRY
PROGRAMS MANAGER
SLEC
PO BOX 2048-NSU
THIBODAU LA 70310

MR. RANDY THIGPEN
3247 EMILY DRIVE
PORT ALLEN LA 70767

LA 1 COALITION
MR. ROY FRANCIS
P.O. BOX 2-48 – NSU
THIBODAU LA 70310

LAFOURCHE PARISH PRESIDENT
HONORABLE GERALD "BUZZ" BREAUX
P.O. DRAWER 5548
THIBODAU LA 70302

LAFOURCHE PARISH CLERK OF
COUNCIL
MR. JOEL PIERCE
P.O. DRAWER 5548
THIBODAU LA 70302

REGIONAL PLANNING COMMISSION
MR. WALTER BROOKS, EXECUTIVE
DIRECTOR
1340 POYDRAS STREET, SUITE 2100
NEW ORLEANS LA 70112

MR. TIM VIAL
ST. CHARLES PARISH
CHIEF ADMINISTRATIVE OFFICER
P.O. BOX 302
HAHNVILLE LA 70057

HONORABLE ALBERT LAQUE
ST. CHARLES PARISH PRESIDENT
WEST BANK
P. O. BOX 802
HAHNVILLE LA 70057
EAST BANK
P. O. BOX 443
BOUTTE LA 70039

ST. CHARLES PARISH COUNCIL
MS. BARBARA JACOB, SECRETARY
15045 HIGHWAY 18
HAHNVILLE LA 70057

MR. BRYAN GIDDINGS
OFFICE OF EMERGENCY MANAGEMENT
9E01 CITY HALL
NEW ORLEANS, LA 70112

ST. CHARLES PARISH COUNCIL
P.O. BOX 302
HAHNVILLE LA 70057

HONORABLE GLENN ANSARDI
LA HOUSE OF REPRESENTATIVES
(DISTRICT 92)
1940 I-10 SERVICE ROAD #125
KENNER, LA 70065

ST CHARLES PARISH SCHOOL BOARD
P.O. BOX 46
LULING LA 70070

COUNCILMAN LARRY J. HOOPER
YENNI BUILDING
1221 ELMWOOD PK BLVD #1013
HARAHAN LA 70123

HONORABLE GARY L. SMITH, JR.
LA HOUSE OF REPRESENTATIVE
(DISTRICT 56)
P. O. BOX 189
NORCO LA 70079

ST. CHARLES PARISH SHERIFF
MR. GREG CHAMPAGNE
P.O. BOX 426
HAHNVILLE LA 70057

CRESCENT SOIL & WATER
CONSERVATION DISTRICT
MR. ALLEN BOLOTTE
P.O. BOX 531
BOUTTE, LA 70039

CHAMBER OF COMMERCE
N O & THE RIVER REGION
PO BOX 30240
NEW ORLEANS LA 70190

MR JERALD HORST
LA COOPERATIVE EXTENTSION
SERVICE
6640 RIVERSIDE DR., SUITE 200
METAIRIE LA 70003-7111

ST CHARLES PARISH CIVIL DEFENSE
P.O. BOX 302
HAHNVILLE, LA 70057

FLOODPLAIN ADMINISTRATOR
ST. CHARLES PARISH POLICE JURY
P.O. BOX 302
HAHNVILLE LA 70057

LA DEPT OF NATURAL RESOURCES
COASTAL MANAGEMENT DIV
P.O. BOX 44487
BATON ROUGE LA 70804

MR. MICHAEL J. KINLER
EMERGENCY COORDINATOR
DEPT OF EMERGENCY PREPAREDNESS
PO BOX 302
HAHNVILLE LA 70057

LOUISIANA STATE POLICE
TROOP B
2101 I-10 SERVICE ROAD
KENNER LA 70065

APPENDIX 7-C SOV Responses

SIU-1



M.J. "MIKE" FOSTER, JR.
GOVERNOR

JACK C. CALDWELL
SECRETARY

DEPARTMENT OF NATURAL RESOURCES

April 9, 2003

Providence Engineering and Environmental Group LLC
Attn: Rich Major
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

RE: **P20030514, Solicitation of Views**
La. Dept. of Transportation and Development
State Project No. 700-92-0011
Project Description: Proposed upgrading of a portion of US 90 as an extension of Interstate 49.
Project Location: A portion of US 90 extending approx. 23 miles from Raceland to the Davis Pond Diversion.
Lafourche and St. Charles Parishes, LA

Dear Mr. Major:

A portion of the above referenced project (area east of Bayou Des Allemands) has been found to be inside the Louisiana Coastal Zone. In order for us to properly review and evaluate this project, a complete Coastal Use Permit Application (U. S. Army Corps of Engineers ENG 4345 permit application form, landowner notification affidavit, locality maps, project illustration plats with plan and cross section views, etc.) along with a \$100.00 application fee must be submitted to our office. With the limited information available, it is not possible to completely assess the environmental impacts that might accrue from the proposed project. Using your complete application, we can provide you with an official determination, and begin the processing of any Coastal Use Permit that may be required for your project. You may obtain an application packet from our office free upon request. The packet is also available on-line at: <http://www.dnr.state.la.us/crm/coastmgt/cup/cup.ssi>

A review of our database, to the extent practicable with the information currently available to us, indicates that the following sensitive features might be impacted by the project:

- 1) Davis Pond Freshwater Federal Diversion Project
- 2) US 90 to GIWW State Project

COASTAL MANAGEMENT DIVISION P.O. BOX 44487 BATON ROUGE, LOUISIANA 70804-4487
TELEPHONE (225) 342-7591 FAX (225) 342-9439

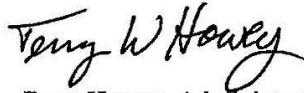
P20030514, Solicitation of Views
La. Dept. of Transportation and Development
April 9, 2003
Page Two

We recommend that during your planning process you make every effort to minimize impacts to vegetated wetlands. **As our legislative mandate puts great emphasis on avoiding damages to these habitats**, in many cases the negotiations involved in reducing such disturbances and developing the required mitigation to offset the lost habitat values delay permit approval longer than any other factor.

Should you desire additional consultation with our office, or with a team of interagency representatives, prior to submitting a formal application, please feel free to call and schedule a pre-application meeting with our Permit Section staff. We have found that such preliminary meetings are frequently helpful to applicants, especially for larger projects. Bringing a permit application that is as complete as possible to the pre-application meeting may facilitate discussions.

If you have any questions, would like to request an application packet or schedule a pre-application meeting, please contact Rocky Hinds or Bill Pittman of the Permit Section at (225) 342-7591.

Sincerely,



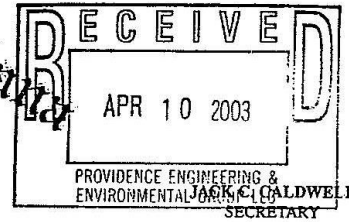
Terry Howey, Administrator
Coastal Management Division

IWH/vsa

cc: Ron Ventola, COE w/plats
Fred Dunham, LDWF w/plats
Kirk Kilgen, CMD/FI w/plats
Karl Morgan, CMD w/plats
Jess Curole, Lafourche Parish w/plats
Earl Matherne, St. Charles Parish w/plats

M.J. "MIKE" FOSTER, JR.
GOVERNOR

State of Louisiana



DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
April 8, 2003

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

TO: Rich Major
Providence Engineering
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

RE: Solicitation of Views
I-49 South
Route: US 90
Raceland to Davis Pond Diversion, SIU 1
State Project No. 700-92-0011
Parish: Lafourche and St. Charles

In response to your Solicitation of Views letter dated April 2, 2003, regarding the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at <http://www.dnr.state.la.us/CONS/Conserv.ssi>.

The Office of Conservation maintains records of all activities within its jurisdiction in either paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

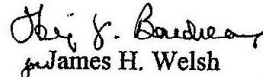
| <u>Division</u> | <u>Contact</u> | <u>Phone No.</u> | <u>E-mail Address</u> |
|--------------------|----------------|------------------|---------------------------|
| Engineering | Jeff Wells | 225-342-5638 | JEFFW@dnr.state.la.us |
| Pipeline | Don Hebert | 225-342-2989 | Donh@dnr.state.la.us |
| Injection & Mining | Laurence Bland | 225-342-5515 | LaurenceB@dnr.state.la.us |
| Geological | Mike Kline | 225-342-3335 | MikeKl@dnr.state.la.us |

P. O. BOX 94275 • BATON ROUGE, LOUISIANA 70804-9275 • 617 NORTH THIRD STREET • BATON ROUGE, LOUISIANA 70802
PHONE: (225) 342-5540 • WEB <http://www.dnr.state.la.us>
AN EQUAL OPPORTUNITY EMPLOYER

Page Two

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting "Help" on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,


James H. Welsh

Commissioner of Conservation

JHW:MBK/her

cc: Jeff Wells
Don Hebert
Laurence Bland
Mike Kline

SCPDC

South Central Planning & Development Commission

5058 W. Main Street; Houma, LA 70360-4900 • Post Office Box 1870; Gray, LA 70359
Phone: (985) 851-2900 • Facsimile: (985) 851-4472

Serving:
Parishes: Assumption • Lafourche • St. Charles • St. James • St. John • Terrebonne
Municipalities: Golden Meadow • Gramercy • Lockport • Lusher • Napoleonville • Thibodaux

Wednesday, April 16, 2003

Mr. Rich Major, P.E.
Providence Engineering
6160 Perkins Road, Suit 100
Baton Rouge, Louisiana 70808

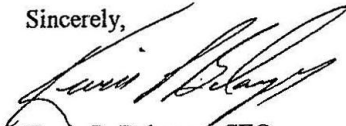
Ref: State Project No 700-92-0011 I-49 South, Raceland to I 310

Dear Mr. Major:

We appreciate the opportunity to comment on this much needed project along the Future I-49. Obviously, this project is going to look at the varying impacts that this proposed project will have on the environment, however, the most significant impact that most likely will not be discussed is the economic impact that will occur to those existing businesses along the route. Although the Environment Impact Statement will not cover the economic aspect please be cognizant of the trip attractors that are along the existing route. Therefore, I would respectfully request that special attention be given to the need for interchanges at areas such as Raceland, Des Allemands, Paradis, and Boutte. It is also important that these areas be given adequate access to this interstate facility for means of hurricane evacuation and other safety related issues.

Thanks again for allowing us to comment and if you should have any questions regarding our reply, then please do not hesitate to call our office at (985) 851-2900.

Sincerely,



Kevin P. Belanger, CEO

Wayne Thibodeaux
CHAIRMAN

Dale J. Hymel, Jr.
VICE CHAIRMAN

Gerald "Buzz" Breaux
SECRETARY-TREASURER

Kevin P. Belanger
CHIEF EXECUTIVE OFFICER



REPLY TO
ATTENTION OF:

Operations Division
Operations Manager
Completed Works

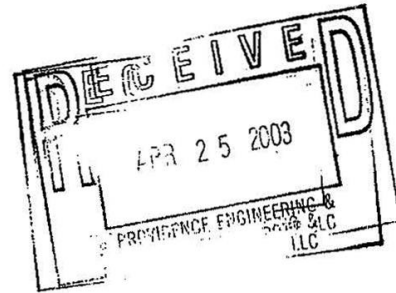
DEPARTMENT OF THE ARMY

NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

P.O. BOX 60267

NEW ORLEANS, LOUISIANA 70160-0267

APR 21 2003



Rich Major, P.E.
Providence Engineering and Environmental Group LLC
Post Office Box 84380
Baton Rouge, Louisiana 70884-4380

Dear Mr. Major:

This is in response to your Solicitation of Views request dated April 2, 2003, concerning the upgrading of US 90 from Raceland to the Davis Pond Diversion, in Lafourche and St. Charles Parishes, Louisiana (State Project No. 700-92-0011).

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

Based on review of maps, aerial photography, and soils data, we have determined that portions of this project area are wetlands and subject to Corps of Engineers jurisdiction. However, these wetlands cannot be accurately delineated without a field investigation. If an accurate delineation is needed, please furnish us with the field data concerning vegetation, soils, and hydrology that we require for all jurisdictional decisions. A Department of the Army (DA) permit under Section 404 of the Clean Water Act will be required prior to the deposition or redistribution of dredged or fill material into these wetlands. Additionally, some of these wetlands are also tidal and, along with the Bayou Des Allemands, are subject to Corps of Engineers jurisdiction under Section 10 of the Rivers and Harbors Act. A DA Section 10 permit will be required prior to any work in this waterway or the tidal wetlands.

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to Department of the Army regulatory requirements and may have an impact on a Department of the Army project

You should apply for said permit well in advance of the work to be performed. The application should include sufficiently detailed maps, drawings, photographs, and descriptive text for accurate evaluation of the proposal


-2-

This determination of permit requirements is valid for a period of five years from the date of this letter unless new information warrants a revision prior to the expiration date. In addition, any changes or modifications to the proposed project may require a revised determination.

Please contact Dr. John Bruza, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at John.D.Bruza@mvn02.usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Pete Serio by telephone at (504)862-2044 or by e-mail at Pete.J.Serio@mvn02.usace.army.mil.

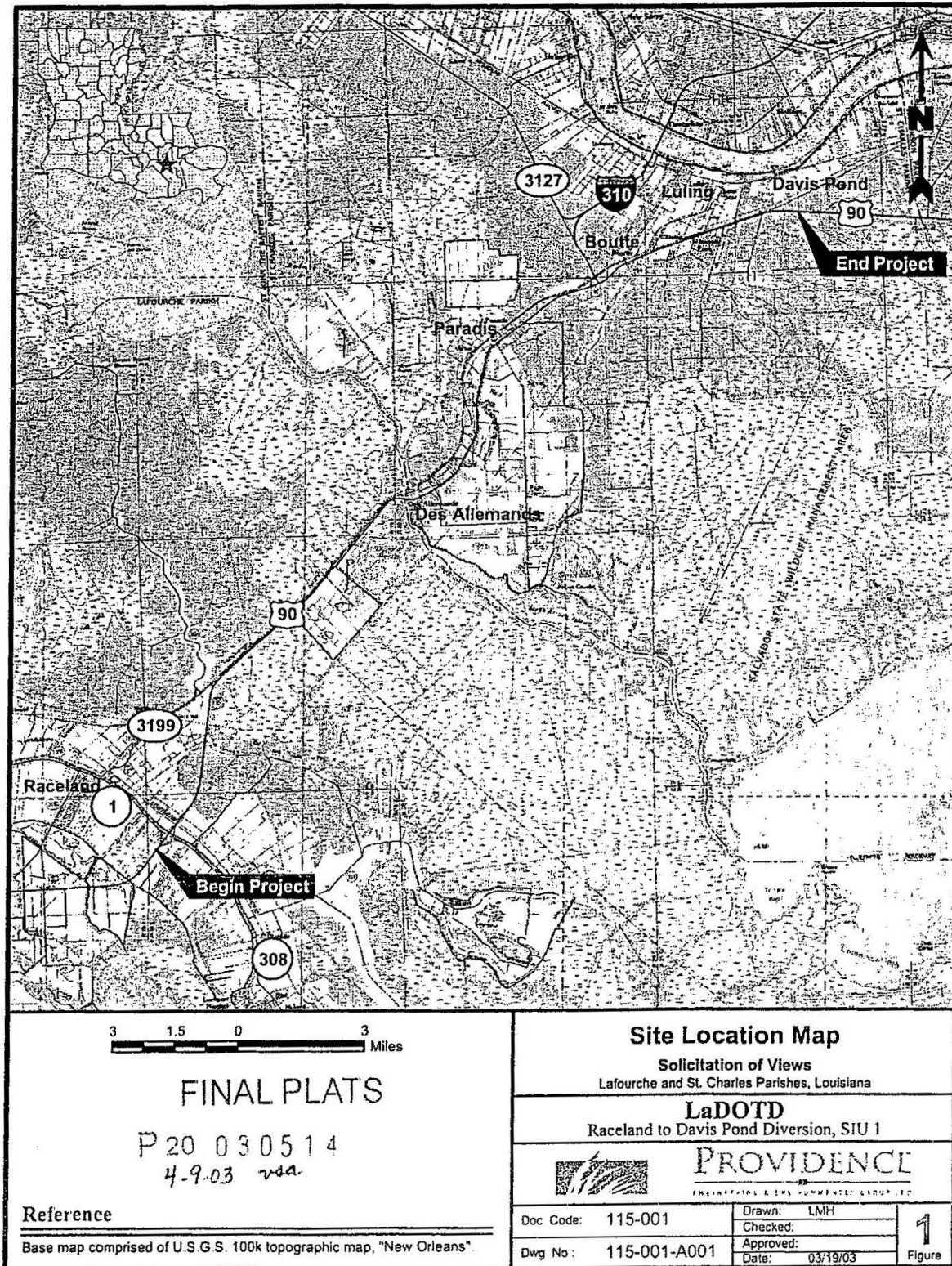
Future correspondence concerning this matter should reference our Regulatory Analysis and Management System (RAMS) number 20-030-1909. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,


Amy E. Powell
Solicitation of Views Manager

Copy Furnished:

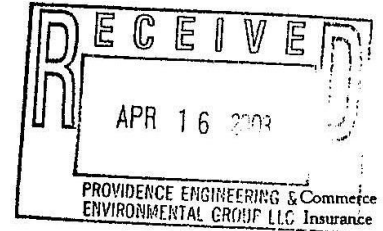
Mr. Terry Howey
Coastal Zone Management
Department of Natural Resources
Post Office Box 44487
Baton Rouge, Louisiana 70804-4487



#9 Apple Street
P. O. Box 189
Norco, Louisiana 70079
E-Mail: larep56@legis.state.la.us
Telephone: (985) 764-9122
Fax: (985) 764-6710



STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES
GARY L. SMITH, JR.
District 56



April 11, 2003

Mr. Rich Major, P.E.
Providence Engineering
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

**RE: State Project No. 700-92-0011 / Federal Aid Project No. HP-920 (501)
I-49 South -- Route: US 90
Raceland to Davis Pond Diversion, SIU 1;
LaFourche & St. Charles Parishes**

SOLICITATION OF VIEWS

Dear Mr. Major:

Progress and change go hand in hand. To develop as a community, parish and state, we must be open minded and willing to think outside of the normal standards in place. Upgrading the very busy corridor would bring some potential needed improvements to areas of our parish -- drainage, safe roads and a smooth, less congested line of traffic. But at what cost? Our area will, without a doubt, have to pay a price. There will be taking of land for frontage roads, right of ways, access interchanges and restricted access to residences and businesses.

Is this a price we are willing to pay? Even more, is this a price our residents and local businesses can afford? We have a way of life in St. Charles that is unique to us and we are open to progress and change. In the last decade, our parish has done both, and done so well. But again, I have to ask might the cost of I-49 through St. Charles Parish be too high. Please take into serious consideration our residents and businesses which will certainly be adversely affected by upgrading Highway 90 to federal restricted access roadway status in preparation for making this roadway I-49. This is a change and cost we may not be willing to pay for and an upgrade we did not ask for.

Sincerely,

Gary L. Smith, Jr.

GLSjr/mt

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard
Hale Boggs Federal Building

501 Magazine Street
New Orleans, LA 70130-3396
Staff Symbol: obc
Phone: (504)589-2965
Fax: (504)589-3063
Email:

16591A
April 21, 2003

PROVIDENCE LLC
ATTN MR RICH MAJOR PE
P O BOX 84380
BATON ROUGE LA 70884-4380

State Project #: 700-92-0011
F.A.P. #: HP-9201(501)
Future I-49 South SIU 1
(Raceland to Davis Pond Diversion - Route US 90)
Lafourche and St. Charles Parishes

Dear Mr. Major:

This refers to your Solicitation of Views dated April 2, 2003 regarding the proposed project referenced above. Bridge permits will be required for the as yet to be identified navigable water crossings in the two Sections of Independent Utility (SIU). The U.S. Coast Guard will participate as a cooperating agency as requested by the Federal Highway Administration (FHWA).

Adequate waterway navigational studies for each waterway to be crossed to determine the reasonable needs of navigation must be undertaken by the applicant to ensure that an application submitted after completion of the EIS will meet with favorable acceptance by maritime interests.

If I can be of assistance or provide additional information, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Marcus N. Redford".

MARCUS N. REDFORD, P.E.
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction

Copy: FHWA
LDOTD



State of Louisiana
Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

APR 22 2003

L. HALL BOHLINGER
SECRETARY

Mr. Rich Major, P.E.
Providence Engineering
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

RE: Project No. 700-92-0011; proposed Upgrade of Portion of US 90 as an
Extension of I-49; Providence Engineering & Environmental Group, LLC;
Lafourche & St. Charles Parishes

Dear Mr. Major:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated April 2, 2003, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Wingate at (225) 765-0508 to determine whether your proposed improvements are covered under these general permits.



OFFICE OF ENVIRONMENTAL SERVICES • P.O. BOX 82135 • BATON ROUGE, LOUISIANA 70884-2135

AN EQUAL OPPORTUNITY EMPLOYER



Mr. Major
Page Two (2)

If you have any questions, please contact the Contracts and Grants Section at (225) 765-0723.

Sincerely,



Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Southeast Regional Office
Surveillance Division



State of Louisiana
Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

L. HALL BOHLINGER
SECRETARY

April 23, 2003

Mr. Rich Major, P. E., Sr. Managing Partner
Providence Engineering & Environmental Group, LLC
6160 Perkins Rd., Ste. 100
Baton Rouge, LA 70808

RE: State Project No. 700-92-0011; Lafourche and
St. Charles Parishes
Proposed Upgrade of Portion of US 90 as an Extension of I-49/
Raceland to Davis Pond Diversion, SIU 1

Dear Mr. Major:

The Department of Environmental Quality, Office of
Environmental Assessment and Office of Environmental Services has
received your request for comments on the above referenced
project.

There were no objections based on the limited information
submitted to us. However, the following comments have been
included and/or attached. Should you encounter a problem during
the implementation of this project, please make the appropriate
notification to this Department.

The Office of Environmental Services has made the following
comments:

Please see the letter from the Office of Environmental
Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is
relevant only to the granting of funds for the proposed
project. This does not relieve the applicant of his
responsibility for obtaining any other permits or approvals
necessary from LDEQ or other State, Local, or Federal
agencies, nor does it influence the Department's ultimate
decision on those permits or approvals. A copy of our
brochure on construction best management practices is
enclosed."



OFFICE OF MANAGEMENT AND FINANCE • P.O. BOX 82231 • BATON ROUGE, LOUISIANA 70884-2231

AN EQUAL OPPORTUNITY EMPLOYER



April 23, 2003
Page 2

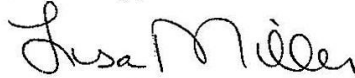
Also, please see the attached letter from the Office of Environmental Assessment/Environmental Planning Division.

Please forward all future requests to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies. **Also, please note new address:**

**Mrs. Lisa Miller
Louisiana Department of Environmental Quality
Office of Management & Finance
Contracts & Grants Division
P. O. Box 4303
Baton Rouge, LA 70821-4303**

Should you need any additional information please call me at (225) 765-0723. **If you should have any questions concerning the attached letter from the Office of Environmental Services, please contact Mr. Jim Delahoussaye at 225/765-0507.**

Sincerely,



Lisa L. Miller
Contracts & Grants

llm:vhm
Enclosures



State of Louisiana
Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

April 14, 2003

L. HALL BOHLINGER
SECRETARY

Rich Major
Senior Managing Partner
Providence Engineering
6160 Perkins Road, Suite 100
Baton Rouge, Louisiana 70808

RE: State Project No. 700-92-0011
FAP No. HP-9201(501)
I-49 South
Route US 90
Raceland to Davis Pond Diversion, SIU 1
Lafourche and St. Charles Parishes

Dear Mr. Major:

The Environmental Planning Division of the Office of Environmental Assessment has reviewed the preliminary project information submitted with your letter dated April 2, 2003, for the captioned highway reconstruction project in Lafourche and St. Charles Parishes, Louisiana. As you may be aware, St. Charles Parish is one of four parishes comprising the New Orleans air quality maintenance area. These four parishes are currently in attainment of the National Ambient Air Quality Standards (NAAQS) but are operating under the terms and conditions of a full maintenance plan. Lafourche Parish is also a NAAQS attainment parish but operates under the terms and conditions of a "limited" maintenance plan. Because of their air-quality maintenance status, regionally significant highway projects in Lafourche and St. Charles Parishes, that are funded or approved under Title 23 U.S.C., are subject to state and federal transportation-conformity requirements (*LAC 33 III.14.B* and *40 CFR part 93*, respectively).

Based on the project information submitted, it is clear that this proposed highway project is regionally significant and would therefore have to be included in a conforming transportation plan for the New Orleans area. Our review of the currently approved conformity analysis indicates that this major federal action has been included as part of the 2025 Metropolitan Transportation Plan for the New Orleans maintenance area. Accordingly, LDEQ deems this action to be at this time in compliance with the transportation conformity provisions of the Louisiana state implementation plan (SIP) and the Planning Division does not object to continued project planning and development.

Should you have any questions regarding state rules and regulations pertaining to transportation conformity, please contact Mr. Ron Rebouche of my staff at (225) 765-0245. Thank you for affording us the opportunity to comment on this proposed action.

Sincerely,

Teri F. Lanoue

Teri F. Lanoue
Environmental Manager
Environmental Planning Division

TFL:RR



OFFICE OF ENVIRONMENTAL ASSESSMENT
 P.O. BOX 82178 • BATON ROUGE, LOUISIANA 70884-2178 • TELEPHONE (225) 765-0355 • FAX (225) 765-0617
 AN EQUAL OPPORTUNITY EMPLOYER





LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
BOB ODOM, COMMISSIONER



RANDAL JOHNSON
DEPUTY COMMISSIONER

April 23, 2003

ASSISTANT
COMMISSIONERS

Agricultural &
Environmental Sciences
Matthew Keppinger, III
P.O. Box 3596
Baton Rouge, LA 70821
(225) 925-3770
Fax: 925-3760

Agro-Consumer
Services
Manning Broussard
P.O. Box 3098
Baton Rouge, LA 70821
(225) 922-1341
Fax: 922-0477

Animal Health
Services
Terrel Delphin
P.O. Box 1951
Baton Rouge, LA 70821
(225) 925-3962
Fax: 925-4103

Forestry
Paul D. Frey
P.O. Box 1628
Baton Rouge, LA 70821
(225) 925-4500
Fax: 922-1356

Management
& Finance
Skip Rhorer
P.O. Box 3481
Baton Rouge, LA 70821
(225) 922-1255
Fax: 925-6012

Marketing
Bryce Malone
P.O. Box 3334
Baton Rouge, LA 70821
(225) 922-1277
Fax: 922-1289

Soil & Water
Conservation
Bradley E. Spicer
P.O. Box 3554
Baton Rouge, LA 70821
(225) 922-1269
Fax: 922-2577

Providence Engineering and Environmental Group, LLC
Mr. Rich Major, P. E.
Senior Managing Partner
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

RE: Solicitation of Views

State Project No.: 700-92-0011
F.A.P. No.: HP-9201 (501)
I-49 South
Route: US 90
Raceland to Davis Pond Diversion, SIU 1
Parishes: Lafourche and St. Charles

Dear Mr. Major:

I have no comment at this time regarding the above referenced project.

Sincerely,


Bradley E. Spicer
Assistant Commissioner

BES:le



PORT FOURCHON

"LOUISIANA'S MULTI-USE PORT"

OFFICE: 16819 EAST MAIN
GALLIANO, LOUISIANA

TED M. FALGOUT
EXECUTIVE DIRECTOR

April 24, 2003

Providence Engineering
Attn.: Rich Major
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

Re: State Project No. 700-92-0011
Federal Aid Project No. HP-9201(501)
I-49 South, Route: US 90
Raceland to Davis Pond Diversion, SIU 1
Lafourche and St. Charles Parishes

Dear Rich,

I am in receipt of your request for views on the above-referenced project and have some comments.

As you are well aware, this is a critical evacuation route for Terrebonne, Lafourche, and St. Charles Parishes and this Commission strongly supports this project.

I would like to offer two "ideas" for your consideration:

1. That you think a little bigger than the current scope of the proposed project and evaluate other major highway and hurricane evacuation corridors being considered that could multiply the benefits of this project. For example, there is a North/South Corridor Study now complete and E.I.S. soon to be initiated for a North/South Hurricane Evacuation Highway connecting U.S. 90 (I-49S) in the Houma area to I-10 via the Gramercy-Wallace Bridge.

If we looped the existing I-310 at Boutte westward utilizing the proposed I-49 upgrade and connecting it at Bayou Lafourche to the existing controlled access U.S. 90, then turned north in the vicinity of LA 316 and constructed the new North/South Highway to Gramercy-Wallace, this would result in an I-310, I-49, and I-10 Loop which would greatly facilitate hurricane evacuation and daily transportation for the entire region. This would allow the North/South Hurricane Evacuation route that is planned and so desperately needed to become part of the interstate system. This concept certainly lends itself to phasing, and in my mind, is truly the type of planning this state should be conducting. Enclosed is a map which depicts the loop concept.


GREATER LAFOURCHE PORT COMMISSION • P.O. DRAWER 490 • GALLIANO, LOUISIANA 70354 • (985) 632-6701 • FAX (985) 632-6703

Page 2
April 24, 2003

2. Another idea that I hope is already being evaluated is the use of the old U.S. 90 road base wherever practical. Certainly the section between the junction of 3199 and 90 to Des Allemands lends itself to this concept. If this existing base were utilized to create the new West Bound lanes of I-49, then the existing East Bound lane of U.S. 90 could become the frontage road for the development in that area. This would result in huge savings and could be constructed without impeding existing transportation. If this method does not provide the substantial savings that I think it would, then I would strongly suggest an elevated structure to insure safe evacuation during tropical systems.

I hope these comments are helpful in your effort. If you have any questions, please do not hesitate to call.

Very truly yours,

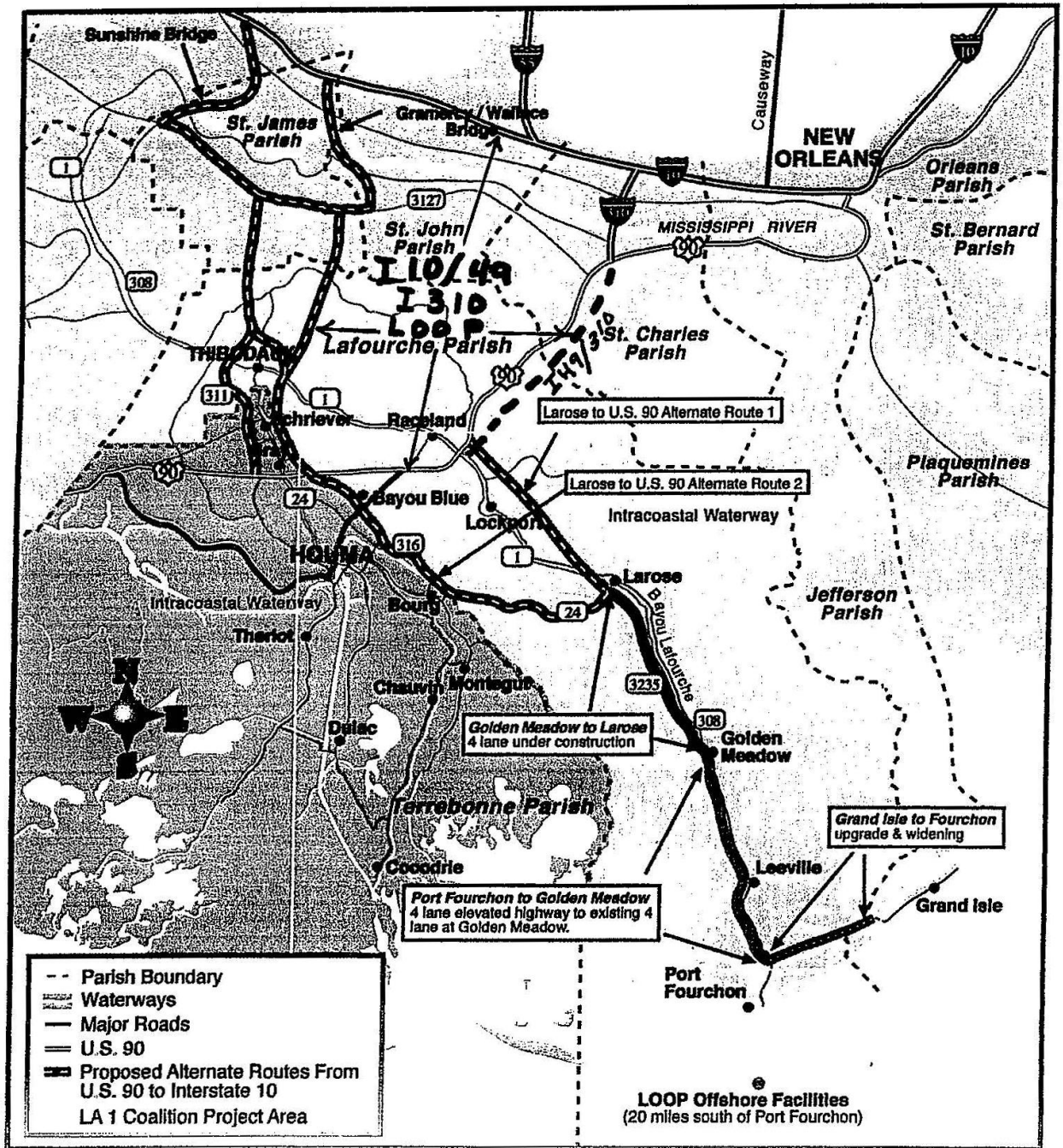


Ted M. Falgout
Executive Director

TMF/SLL

C: Senator Reggie Dupre
Representative Loulan Pitre
Parish President Gerald "Buzz" Breaux
Parish President Bobby Bergeron
Roy P. Francis

Proposed Highway Improvements



WHITNEY DESIGN GRAPHICS / FOR LA 1 COALITION



U.S. Department
of Transportation
Federal Aviation
Administration

APR 24 2003

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Fort Worth, Texas 76193-0000

Providence Engineering
Rich Major, P.E.
P.O. Box 84380
Baton Rouge, LA 70884-4380

RE: Solicitation of Views on Louisiana State Project No. 700-92-0011

Dear Mr. Major:

Thank you for the opportunity to review and comment on your upcoming project to upgrade a portion of US 90. At this time, the Federal Aviation Administration (FAA) cannot identify any possible adverse effects to any of our facilities due to this project.

In the future, if any new or proposed structure in the area protrudes higher than any existing structures, Form 7460-1, Notice of Proposed Construction or Alteration, should be filed with the FAA. This form is located at www.faa.gov.

If you have any questions or comments, please contact Mr. Mike Goodrich, Environmental/Integration Engineering Section, ASW-472, at 817-222-4724.

A handwritten signature in black ink, appearing to read "Jo L. Tarrh".

For Jo L. Tarrh
Manager, Airway Facilities Division,
Southwest Region

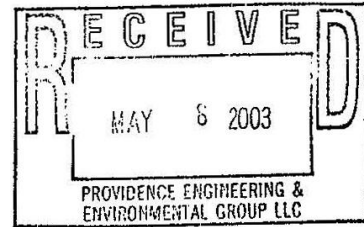


Office: (225) 342-0349
Fax: (225) 342-0352

ACADIANA LEGISLATIVE DELEGATION
STATE OF LOUISIANA

P.O. Box 44500
Baton Rouge, Louisiana 70804-4500

May 1, 2003



Mr. Rich Major
Providence Engineering
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

Dear Mr. Major:

This letter is in response to your request for comments regarding the preliminary data and map of STATE PROJECT NO. 700-92-0011, FEDERAL AID PROJECT NO. HP-9201 (501), I-49 SOUTH, ROUTE: US 90, RACELAND TO DAVIS POND DIVERSION, SIU 1, LAFOURCHE AND ST. CHARLES PARISHES.

We, the undersigned members of the Lafourche and Terrebonne legislative delegation, would like to show our support for the efforts currently underway to improve the highway system (US 90) from Raceland to Davis Pond. This length of highway is vital to the communities we represent, not just for the economy of the region but for its safety and hurricane evacuation. The upgrade of US 90 to interstate status is long overdue.

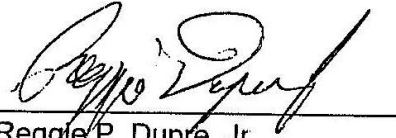
We have reviewed the comments provided to you by Ted Falgout of the Greater Lafourche Port Commission, and we feel his ideas have merit. The North/South corridor has been identified as high priority for this region and an E. I. S. is about to commence. Mr. Falgout's ideas about linking Hwy. 310 to Hwy. 90 to I-10 at Gramercy to create an "interstate loop" would offer numerous advantages for hurricane evacuation, efficient mobility and interstate status of both the North/South Highway Project and the I-49 South Project.


Again, please let this letter serve as our support of DOTD's efforts, and keep us informed of the plans as they develop.

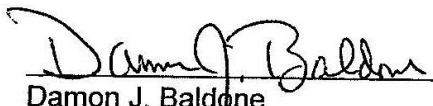
Mr. Rich Major
May 1, 2003
Page Two

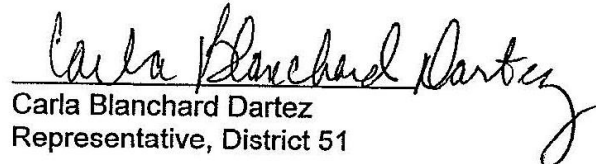
If you have further need of assistance or input, please contact us at the phone number above.

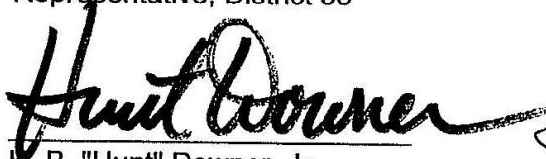
Sincerely,



Reggie P. Dupre, Jr.
Senator, District 20

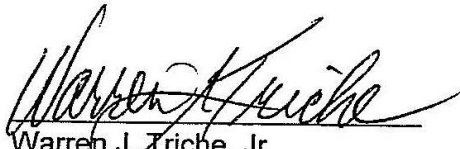

D. A. "Butch" Gautreaux
Senator, District 21



Damon J. Baldone
Representative, District 53


Carla Blanchard Dartez
Representative, District 51


H. B. "Hunt" Downer, Jr.
Representative, District 52


Loulan Pitre, Jr.
Representative, District 54


Warren J. Triche, Jr.
Representative, District 55


Ernest Wooton
Representative, District 105

cd

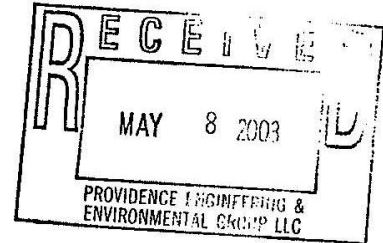


United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

May 2, 2003



Mr. Rich Major, P.E.
Senior Managing Partner
Providence Engineering & Environmental Group, LLC
Post Office Box 84380
Baton Rouge, Louisiana 70884

Dear Mr. Major:

Please reference your April 2, 2003, Solicitation of Views letter requesting our review of the proposed U.S. Interstate 49, Section of Independent Utility 1, from Raceland to the Davis Pond Diversion [State Project No. 700-92-0011 and; Federal Aid Project No. HP-9201(501)], in St. Charles and Lafourche Parishes, Louisiana.

Please note that the U.S. Fish and Wildlife Service is currently preparing a response to the Notice of Intent (NOI) to Prepare an Environmental Impact Statement for this proposed project, which was published in the Federal Register on April 7, 2003. Accordingly, a copy of our official NOI comments will be forwarded to you in response to your Solicitation of Views request for this proposed project.

We appreciate the opportunity to provide comments during the early planning stages of this proposed project. If you need further assistance please contact Derek Hamilton (337/291-3138) of this office

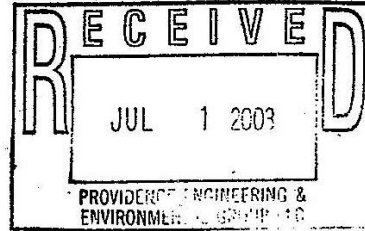
Sincerely,

Russell C. Watson
Acting Field Supervisor
Louisiana Field Office

cc: Corps of Engineers, New Orleans, LA
FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA



CULTURAL DEPARTMENT



June 26, 2003

Mr. Rich Major
Providence Engineering
6160 Perkins Rd., Suite 100
Baton Rouge, LA 70808

Re: I-49 South (SIU #1)
Raceland to Davis Pond Diversion
State Project No. 700-92-0011
F.A.P. No. HP-9201(501)
Lafourche and St. Charles parishes, Louisiana

Dear Mr. Major:

We are in receipt of your letter, dated April 2, 2003, concerning the above-referenced project. The parishes where the proposed project is to take place are part of the aboriginal Chitimacha homeland. That is, historically and prehistorically the Chitimacha Tribe of Louisiana was located in this area. This homeland contains many village sites, religious/sacred sites, and burial sites, which must be taken into account in the planning process.

Our records and oral traditions do not indicate that a specific archaeological site or Traditional Cultural Property is in the immediate vicinity of your project. However, due to the scope and nature of the project, we feel that a cultural resources survey should be undertaken. We understand that Earth Search, Inc., has been retained to conduct this survey. We look forward to reviewing the Phase I cultural resources survey report, after it has been drafted, and continuing consultation thereafter.

The Chitimacha Tribe of Louisiana appreciates your compliance with federal and state laws concerning Native American notification and consultation. Should you have any questions, do not hesitate to contact me at (337) 923-9923.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kimberly S. Walden".

Kimberly S. Walden,
Cultural Director

KW:JE

State of Louisiana



Dwight Landreneau
Secretary

Department of Wildlife & Fisheries
Post Office Box 98000
Baton Rouge, LA 70898-9000
(225) 765-2800

Kathleen Babineaux Blanco
Governor

Name Barbara C. Benson
Company Providence Engineering & Environmental Group LLC
Street Address PO Box 84380
City, State, Zip Baton Rouge, LA 70884-4380
Project State Project No. 700-92-0011 - F.A.P. No. HP-9201(501)
SIU1 I-49 Highway Upgrade - Lafourche & St. Charles Parishes, LA
Providence Engineering No. 115-001
Date March 16, 2004
Invoice Number 04031603

Personnel of the Habitat Section of the Fur and Refuge Division have reviewed the preliminary data for the captioned project. Your project area is in the coastal zone. Contact the State of Louisiana Department of Natural Resources Coastal Management Division to determine if a coastal use permit is required. Your project crosses Bayou Des Allemands Natural and Scenic Stream. Please contact Keith Cascio with this department at 318-343-4044 to determine the effects of the proposed project on the stream. Our database indicates the Lac Des Allemands Area Marsh Management Program (MMP) occurs near your project area. Please contact the LA Land & Exploration Co. at 504-566-6500 to coordinate activity.

The pallid sturgeon (*Scaphirhynchus albus*), a state and federally listed endangered species, is confined to the Mississippi and Atchafalaya rivers in southern Louisiana. This species requires large and free-flowing riverine habitat; it occurs in strong current over firm gravel or sandy substrate. The Pallid sturgeons are adapted for living close to the bottom of large, shallow rivers with sand and gravel bars. The primary reason for their decline is believed to be loss of habitat caused by the construction of dams that have modified flows, reduced turbidity, and lowered water temperatures.

The Paddlefish (*Polyodon spathula*) holds a state rank of S3 and is considered rare in Louisiana. Possession of this species is prohibited by the LA Department of Wildlife and Fisheries. This species occurs in the larger streams and connected waters throughout the Mississippi drainage and the Great Lakes. Its habitat includes slow-flowing water of large and medium-sized rivers, river-margin lakes, channels, oxbows, backwaters, impoundments with access to spawning areas. This species prefers depths greater than 1.5 m, seeks deeper water in late fall and winter, and may congregate near human-made structures that create eddies and reduce current velocity. It spawns in fast shallow water over gravel bars, including significant tail water sections below upstream impoundments. The paddlefish is threatened by siltation of spawning habitat, pollution, back-to-back impoundments, and, in some areas, exploitation by the caviar industry. Habitat destruction and river modification are the most obvious changes affecting abundance and distribution. Construction and operation of dams on main stem streams has had severe impacts. We advise you to take the necessary measures in order to avoid any degradation of water quality of streams/canals. If you have any questions, please contact LNHP zoologist Inés E. Maxit at 225-765-

2820.

Our database indicates that manatees (*Trichechus manatus*) have been observed in surrounding waterbodies of your project area. Manatees are large, endangered mammals inhabiting both fresh and salt water. Although most manatees are year round residents of Florida or central America, they have been known to migrate to areas along the Atlantic and Gulf coast during the summer months. A list of manatee accounts compiled by the Louisiana Natural Heritage Program shows that since 1943 manatees have been recorded in the Lake Pontchartrain and Lake Borgne area, Mississippi River in Plaquemines Parish, and water bodies of Terrebonne, La Fourche and St. Mary Parish. We do not anticipate any negative impacts to this species, however employees should be cautioned to follow manatee safety rules explained in the attached pamphlet. If any Manatees are sighted please contact LNHP Zoologist Inés Maxit at 225-765-2820.

Our database indicates numerous observations of waterbird nesting colonies (rookeries) in your project area. Rookeries can move from year to year and no current information is available on the status of these rookeries. No activity is permitted within 300 meters around rookeries during the breeding season which is generally March 15-July 15. You will need to survey the area for rookeries if work is planned during this time period. If you have any questions please call LNHP Zoologist Inés Maxit at 225-765-2820.

Our database also indicates 1997 and 2002 observations of a bald eagle nests in the area of your project. The bald eagle (*Haliaeetus leucocephalus*) is provided a threatened status on the federal species list and an endangered status on the state species list. The following sections contain nests that are within one mile of Highway 90:

- sec. 39, T15S, R19E, Lafourche Parish
- sec. 31, T14S, R20E, St. Charles Parish
- sec. 37, T14S, R20E, St. Charles Parish

Human activities, both short-term and long-term, and alteration of habitat may affect the reproductive success of nesting eagles. In the Southeast, the nesting period of most eagle pairs will fall between October 1 and May 15. Disturbance during this critical period may lead to nest abandonment, cracked and chilled eggs, and exposure of small young to the elements. Human activity (including aircraft operation) near a nest late in the nesting cycle may cause flightless birds to jump from the nest tree. We recommend that there be no activity within a 1,500-foot radius (457meters) from the nest tree at any time (nesting area). A buffer zone should be arranged to be contiguous to feeding area and provide protected access between nests and the food source; it should be approximately circular and with a minimum radius of 1 mile (1,609 meters) from the nest tree. In general, no major activities should occur during the nesting period. Even intermittent use or activities of short duration are likely to provide such disturbance (ex. Logging, seismographic activities w/explosives, mining, low level aircraft operations). Acceptable minor activities within this buffer zone include hiking, bird watching, camping, and recreational off-road vehicle use. If you have any questions please call LNHP Zoologist Inés Maxit at 225-765-2820.

Other recommendations:

- Existing nests are often rebuilt and occupied after years of inactivity and, therefore, cannot be removed or destroyed even though they have been seemingly abandoned. Non-nest trees within the nesting area should also be protected until the nest tree is destroyed by the elements.
- Eliminate the use of toxic chemicals in the watersheds of lakes and rivers where eagles feed.
- Discourage the construction of buildings along shorelines where eagles feed.
- There must be no clear-cut or high-grade logging along the shore line of feeding waters. This will prevent the removal of large trees preferred by eagles for hunting, roosting, and loafing perches.
- If possible, prevent or reduce shoreline erosion to protect roost or perch trees.
- Within the nesting area, no large tree should be removed. Within the buffer zone, a minimum of three to five large trees should be saved for potential roost and perch trees. Characteristically, these should be the largest trees in the timber stand which provide safety from any threat from the ground. Trees with open crowns and stout lateral limbs are preferable.

Our database also indicates a 1967 observation of rooted spike-rush (*Eleocharis radicans*) in your project area near Highway 90 in section 39, township 15 south, range 19 east, Laforche Parish. While no legal protection is afforded this species, it does hold a state rank of S1? And is believed to be critically imperiled in Louisiana.

Our database also indicates a 1988 observation of a live oak forest natural community on the outskirts of your indicated project area along Grand Bayou in and about section 23, township 14 south, range 20 east, St. Charles Parish. This natural community holds a state rank of S2S3 and is considered imperiled/rare in Louisiana. Please be sure to minimize impacts to this community.

In reviewing our database, no other rare, threatened, or endangered species or critical habitats were found within the area of the captioned project that lies in Louisiana. No other state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries. The Louisiana Natural Heritage Program has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. The Louisiana Natural Heritage Program requires that this office be acknowledged in all reports as the source of all data provided here. If you have any questions or need additional information, please call Louisiana Natural Heritage Program Data Manager Jill Kelly at (225) 765-2643.

Sincerely,


Gary Lester, Coordinator
Natural Heritage Program

Cc: Keith Cascio

EXPLANATION OF RANKING CATEGORIES EMPLOYED BY NATURAL HERITAGE PROGRAMS NATIONWIDE

Each element is assigned a single global rank as well as a state rank for each state in which it occurs. Global ranking is done under the guidance of NatureServe, Arlington, VA. State ranks are assigned by each state's Natural Heritage Program, thus a rank for a particular element may vary considerably from state to state. Federal ranks are designated by the U.S. Fish & Wildlife Service under the provisions of the Endangered Species Act of 1973.

LE = Listed Endangered
FEDERAL RANKS (USESA FIELD):

LT = Listed Threatened

PE = Proposed endangered

PT = Proposed Threatened

C = Candidate

PDL = Proposed for delisting

E (S/A) or T (S/A) = Listed endangered or threatened because of similarity of appearance

XE = Essential experimental population

XN = Nonessential experimental population

No Rank = Usually indicates that the taxon does not have any federal status. However, because of potential lag time between publication in the Federal Register and entry in the central databases and state databases, some taxa may have a status which does not yet appear.

(Rank, Rank) = Combination values in parenthesis = The taxon itself is not named in the Federal Register as having U.S. ESA status; however, all of its infraspecific taxa (worldwide) do have official status. The statuses shown in parentheses indicate the statuses that apply to infraspecific taxa or populations within this taxon. *THE SPECIES IS CONSIDERED TO HAVE A COMBINATION STATUS IN LOUISIANA*

(PS) = partial status = Status in only a portion of the species' range. Typically indicated in a "full" species record where an infraspecific taxon or population has U.S. ESA status, but the entire species does not. *THE SPECIES DOES NOT HAVE A STATUS IN LOUISIANA*

(PS: Rank) = partial status = Status in only a portion of the species' range. The value of that status appears because the entity with status does not have an individual entry in NatureServe. *THE SPECIES MAY HAVE A STATUS IN LOUISIANA*

GLOBAL ELEMENT RANKS:

G1 = critically imperiled globally because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extinction

G2 = imperiled globally because of rarity (6 to 20 known extant populations) or because of some factor(s) making it very vulnerable to extinction throughout its range

G3 = either very rare and local throughout its range or found locally (even abundantly at some of its locations) in a restricted range (e.g., a single physiographic region) or because of other factors making it vulnerable to extinction throughout its range (21 to 100 known extant populations)

G4 = apparently secure globally, though it may be quite rare in parts of its range, especially at the periphery (100 to 1000 known extant populations)

G5 = demonstrably secure globally, although it may be quite rare in parts of its range, especially at the periphery (1000+ known extant populations)

GH = of historical occurrence throughout its range; i.e., formerly part of the established biota, with the possibility that it may be rediscovered (e.g., Bachman's Warbler)

GU = possibly in peril range-wide, but status uncertain; need more information

G7 = rank uncertain. Or a range (e.g., G3G5) delineates the limits of uncertainty

GQ = uncertain taxonomic status

GX = believed to be extinct throughout its range (e.g., Passenger Pigeon) with virtually no likelihood that it will be rediscovered

T = subspecies or variety rank (e.g., GST4 applies to a subspecies with a global species rank of G5, but with a subspecies rank of G4)

STATE ELEMENT RANKS:

S1 = critically imperiled in Louisiana because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extirpation

S2 = imperiled in Louisiana because of rarity (6 to 20 known extant populations) or because of some factor(s) making it very vulnerable to extirpation

S3 = rare and local throughout the state or found locally (even abundantly at some of its locations) in a restricted region of the state, or because of other factors making it vulnerable to extirpation (21 to 100 known extant populations)

S4 = apparently secure in Louisiana with many occurrences (100 to 1000 known extant populations)

S5 = demonstrably secure in Louisiana (1000+ known extant populations)

(B or N) may be used as a qualifier of numeric ranks and indicating whether the occurrence is breeding or nonbreeding)

SA = accidental in Louisiana, including species (usually birds or butterflies) recorded once or twice or only at great intervals hundreds or even thousands of miles outside their usual range

SH = of historical occurrence in Louisiana, but no recent records verified within the last 20 years; formerly part of the established biota, possibly still persisting

SR = reported from Louisiana, but without conclusive evidence to accept or reject the report

SU = possibly in peril in Louisiana, but status uncertain; need more information

SX = believed to be extirpated from Louisiana

SZ = transient species in which no specific consistent area of occurrence is identifiable

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US Fish&Wildlife Service

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

646 Cajundome Blvd.

Suite 400

Lafayette, Louisiana 70506

January 5, 2005

Ms. Karen Holden
Managing Engineer
Providence Engineering and Environmental Group, L.L.C.
Post Office Box 84380
Baton Rouge, Louisiana 70884-4380

Dear Ms. Holden:

Please reference your December 3, 2004, letter and attached draft Biological Assessment (BA) (received in this office on December 6, 2004) requesting our review of the proposed Interstate Highway 49 (I-49) South, Section of Independent Utility 1, Raceland to Davis Pond Diversion [State Project No. 700-92-0011; Federal Aid Project No. HP-9201(501)], that would be located in Lafourche and St. Charles Parishes, Louisiana. Your draft BA evaluates the potential project-related impacts to the threatened bald eagle (*Haliaeetus leucocephalus*), and would be included in the Federal Highway Administration's (FHWA) forthcoming draft Environmental Impact Statement (EIS) for the proposed action. The U.S. Fish and Wildlife Service (Service) has reviewed that draft BA, and offers the following information as technical assistance.

As you know, bald eagles nest in Louisiana from October through mid-May, and typically nest in bald cypress trees near fresh to intermediate marshes or open water. Breeding bald eagles occupy "territories" that they will typically defend against intrusion by other eagles, and that they likely return to each year. A territory may include one or more alternate nests, which are built or maintained by the eagles, but not used for nesting in a given year. Potential nest trees within a nesting territory, therefore, may be important to bald eagles. In forested areas, bald eagles often select the tallest trees with limbs strong enough to support a nest that may weigh more than 1,000 pounds. Nest sites typically include at least one perch with a clear view of the water or area where the eagles usually forage. Shoreline trees or snags located near large waterbodies provide the visibility and accessibility needed to locate aquatic prey.

Bald eagles are most vulnerable to disturbance during courtship, nest building, egg laying, incubation, and brooding (roughly the first 12 weeks of the nesting cycle). Disturbance during this critical period may lead to nest abandonment, cracked and chilled eggs, and exposure of small young to the elements. Human activity near a nest late in the nesting cycle may also cause flightless birds to jump from the nest tree, thus reducing their chances of survival. Major threats to the species include habitat alteration, human disturbance, and environmental contaminants (i.e., organochlorine pesticides and lead). The Service recommends that work activities not encroach within 1,500 feet of an eagle nest during the nesting season (October through mid-May). We further caution that the project should not damage any portion of bald eagle nest trees, including their root systems (i.e., through soil compaction or disturbance).

General Comments

The draft BA is well-written and well-organized. With the exceptions noted in our specific comments below, it provides an adequate description of bald eagle habitat in the proposed project area, as well as the purpose and need for the proposed action and potential impacts associated with each alternative. The draft BA was prepared in accordance with Section 7 of the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.). Please note that all Section 7 consultation associated with the proposed action must be completed prior to issuance of the final EIS by the FHWA.

Please be aware that the bald eagle is proposed for delisting. If delisted under the ESA, however, bald eagles would remain protected by the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). Because of the longevity of the proposed project, the bald eagle may be delisted prior to completion of the proposed action and/or issuance of the final EIS. Thus, further coordination with this office for that species may be required under the BGEPA and/or the MBTA, which may provide different restrictions on activities occurring in proximity to nesting bald eagles.

Specific Comments

Page 2, paragraph 1, Consultation to Date – This paragraph should contain the most recent bald eagle nesting data (e.g., nesting activity and production) on the subject bald eagle nests. The Louisiana Department of Wildlife and Fisheries (LDWF) surveys bald eagle nests annually during the nesting season to obtain data on nest activity and production, and those data can be obtained by contacting Mr. Tom Hess or Mr. George Melancon at 337/538-2276.

Page 3, paragraph 3, last two sentences, Description of the Proposed Action – These sentences state that specific construction methods have not yet been defined for the proposed action, and that construction methods that reduce environmental impacts would be considered in the final analysis of the proposed action. Because some construction methods may require more tree clearing and more habitat disturbance than others, the final BA and/or the draft EIS should clearly state for each alternative both the proposed construction methods and the potential project-related impacts (e.g., noise disturbance, habitat disturbance, width of required construction corridor, width of permanent right-of-way, etc.) to bald eagles. Because a large portion of the proposed highway would be elevated through this area, an end-on construction method for that portion of the proposed project would reduce potential project-related impacts.

Page 6, first paragraph, Effects, and last paragraph, Cumulative Effects – The first paragraph states that no interchanges are proposed within the bald eagle nesting territories located in the proposed project area. The last paragraph, however, states that there would be one new interchange in proximity to the bald eagle nesting territories. We recommend that these paragraphs be clarified by including a sentence or two describing which bald eagle nests (if any) would most likely be affected by a new interchange, and the location of that project feature in relation to the affected nest(s).

Page 8, paragraph 3, Conclusion and Determination, Link 2 – Alternative 2A – This section should include information regarding the proposed width of the required construction corridor,

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US Fish&Wildlife Service

004

the distance of that corridor from nests 3 and 4, and the estimated acreage of habitat disturbance within 1,500 feet of those nests. Detailed information regarding the proposed construction methods to be used for this portion of the proposed project and their potential impacts to bald eagles should also be included in this section. Because a "likely to adversely affect" determination has been made for this alternative, we recommend that you also include in the last sentence what form of "take" (e.g., kill, poison, wound, molest, disturb, etc.) would be anticipated from implementation of this alternative.

Page 8, paragraph 4, Conclusion and Determination, Link 2 – Alternative 2B – This section should include a sentence explaining that although this route is within the 1-mile buffer zone for nests 3 and 4, it does not bisect those nesting territories as does Alternative 2A. Additional information should also be included explaining why this route is not likely to disrupt the normal flight paths and behavior patterns of those two nesting pairs of eagles.

We appreciate the opportunity to provide such technical assistance in the planning stages of the proposed action. If you have any questions, or if you require additional information, please contact Brigitte Firmin (337/291-3108) of this office.

Sincerely,



Russell C. Watson
Supervisor
Louisiana Field Office

United States Department of Agriculture



Natural Resources Conservation Service
3737 Government Street
Alexandria, Louisiana 71302

January 13, 2005

Ms. Kerry Higgins
Sr. Environmental Specialist
Providence Engineering
6160 Perkins Road, Suite 100
Baton Rouge, LA 70808

RE: State Project No. 700-92-0011
Federal Aid Project No. HP-9201 (501)
Future I-49 South, Section of Independent Utility (SIU) 1
LaFourche and St. Charles Parishes
Farmland Conversion Impact Rating
NRCS-CPA-106
Providence Engineering Project No. 115-001

Dear Ms. Higgins:

This letter is in response to your request for our office to complete the NRCS-CPA-106 form for the above project area. Please find enclosed the completed NRCS sections of the NRCS-CPA-106 indicating acres of prime farmland and relative values for each corridor.

You will also find enclosed a hydric soils list for LaFourche and St. Charles Parishes. As you can see from the soils map you provided, several hydric soils exist in the project area. Wetlands may be present in those hydric soil areas if there is a prevalence of hydrophytic vegetation and wetland hydrology. Deposition of fill material in wetland areas is subject to Section 404 of the Clean Water Act. You should contact the U.S. Army Corps of Engineers concerning wetland matters.

Please advise if additional information is needed. I can be reached at 318-473-7789.

Sincerely,

A handwritten signature in cursive script that reads "Charles M. Guillory".

Charles M. Guillory
Assistant State Soil Scientist

Enclosures

cc: Jerry Daigle, SSS, Alexandria, LA
Allen Bolotte, DC, Boutte FO
Michael Trusclair, DC Thibodaux FO

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

| | | | | |
|---|---|---|--|------------|
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request 12/8/04 | 4. Sheet 1 of 2 | |
| 1. Name of Project SIU 1 1-49 South | | 5. Federal Agency Involved Federal Highway Administration | | |
| 2. Type of Project Highway Construction | | 6. County and State Lafourche and St. Charles Parishes | | |
| PART II (To be completed by NRCS) | | 1. Date Request Received by NRCS 1-10-05 | 2. Person Completing Form Charles Guillory | |
| 3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | 4. Acres Irrigated N/A | | |
| 5. Major Crop(s) Soybeans / Sugarcane | | 7. Amount of Farmland As Defined in FPPA Lafourche 181,335 Acres 17% St. Charles 32,539 Acres 17% | | |
| 6. Farmable Land In Government Jurisdiction Lafourche 151,405 Acres 36.091% St. Charles 36,091 Acres 19.9% | | 10. Date Land Evaluation Returned by NRCS 1-13-05 | | |
| 8. Name Of Land Evaluation System Used Lafourche & St. Charles LESA | | 9. Name of Local Site Assessment System NA | | |
| PART III (To be completed by Federal Agency) | | Alternative Corridor For Segment | | |
| | | Corridor A | Corridor B | Corridor C |
| A. Total Acres To Be Converted Directly | | 75 | 55 | 52 |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | | | | |
| C. Total Acres In Corridor | | 75 | 55 | 52 |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | |
| A. Total Acres Prime And Unique Farmland | | 24 | 22 | 21 |
| B. Total Acres Statewide And Local Important Farmland | | -0- | - | - |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted | | .02 | .06 | .06 |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value | | .60 | .90 | .90 |
| PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Served or Converted (Scale of 0 - 100 Points) | | 99 | 85 | 85 |
| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | Maximum Points | | | |
| 1. Area in Nonurban Use | 15 | 14 | 14 | 14 |
| 2. Perimeter in Nonurban Use | 10 | 10 | 10 | 10 |
| 3. Percent Of Corridor Being Farmed | 20 | 9 | 8 | 8 |
| 4. Protection Provided By State And Local Government | 20 | 0 | 0 | 0 |
| 5. Size of Present Farm Unit Compared To Average | 10 | 10 | 10 | 10 |
| 6. Creation Of Nonfarmable Farmland | 25 | 0 | 0 | 0 |
| 7. Availability Of Farm Support Services | 5 | 5 | 5 | 5 |
| 8. On-Farm Investments | 20 | 20 | 3 | 3 |
| 9. Effects Of Conversion On Farm Support Services | 25 | 0 | 0 | 0 |
| 10. Compatibility With Existing Agricultural Use | 10 | 2 | 0 | 0 |
| TOTAL CORRIDOR ASSESSMENT POINTS | 160 | 70 | 50 | 50 |
| PART VII (To be completed by Federal Agency) | | | | |
| Relative Value Of Farmland (From Part V) | | 100 | | |
| Total Corridor Assessment (From Part VI above or a local site assessment) | | 160 | 70 | 50 |
| TOTAL POINTS (Total of above 2 lines) | | 260 | 70 | 50 |
| 1. Corridor Selected: | 2. Total Acres of Farmlands to be Converted by Project: | 3. Date Of Selection: | 4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/> | |
| 5. Reason For Selection: | | | | |

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

U. S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation ServiceFARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTSNRCS-CPA-106
(Rev. 1-91)

| | | | | | |
|--|---|---|--|--|------------|
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request | 12/8/04 | 4. Sheet 2 of 2 | |
| 1. Name of Project | | 5. Federal Agency Involved | | | |
| SIU 1 I-49 South | | Federal Highway Administration | | | |
| 2. Type of Project | | 6. County and State | | | |
| Highway Construction | | Lafourche and St. Charles Parishes | | | |
| PART II (To be completed by NRCS) | | 1. Date Request Received by NRCS | 2. Person Completing Form | | |
| | | 1-10-05 | Charles Guillory | | |
| 3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). | | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | 4. Acres Irrigated | |
| | | | | Average Farm Size | |
| | | | | NA | |
| 5. Major Crop(s) | | 6. Farmable Land in Government Jurisdiction | | 7. Amount of Farmland As Defined in FPPA | |
| Soybeans / Sugar cane | | Lafourche 157,405 22% Acres: St. Charles 26,091 19% | | Lafourche 127,335 17% Acres: St. Charles 32,539 17% | |
| 8. Name of Land Evaluation System Used | | 9. Name of Local Site Assessment System | | 10. Date Land Evaluation Returned by NRCS | |
| Lafourche & St. Charles LESA | | NA | | 1-13-05 | |
| PART III (To be completed by Federal Agency) | | Alternative Corridor For Segment | | | |
| | | Corridor A | Corridor B | Corridor C | Corridor D |
| A. Total Acres To Be Converted Directly | | 164 | 18 | 26 | |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | | | | | |
| C. Total Acres In Corridor | | 164 | 18 | 26 | 0 |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | | |
| A. Total Acres Prime And Unique Farmland | | 90 | 10 | 15 | |
| B. Total Acres Statewide And Local Important Farmland | | | | | |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted | | .25 | .03 | .04 | |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value | | .60 | .60 | .60 | |
| PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Served or Converted (Scale of 0-100 Points) | | 87 | 100 | 100 | |
| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | | Maximum Points | | | |
| 1. Area In Nonurban Use | | 15 | 14 | 3 | 3 |
| 2. Perimeter in Nonurban Use | | 10 | 10 | 3 | 3 |
| 3. Percent Of Corridor Being Farmed | | 20 | 8 | 0 | 0 |
| 4. Protection Provided By State And Local Government | | 20 | 0 | 0 | 0 |
| 5. Size of Present Farm Unit Compared To Average | | 10 | 10 | 10 | 10 |
| 6. Creation Of Nonfarmable Farmland | | 25 | 0 | 0 | 0 |
| 7. Availability Of Farm Support Services | | 5 | 5 | 5 | 5 |
| 8. On-Farm Investments | | 20 | 3 | 1 | 1 |
| 9. Effects Of Conversion On Farm Support Services | | 25 | 0 | 0 | 0 |
| 10. Compatibility With Existing Agricultural Use | | 10 | 0 | 2 | 2 |
| TOTAL CORRIDOR ASSESSMENT POINTS | | 160 | 50 | 24 | 24 |
| PART VII (To be completed by Federal Agency) | | | | | |
| Relative Value Of Farmland (From Part V) | | 100 | | | |
| Total Corridor Assessment (From Part VI above or a local site assessment) | | 160 | 50 | 24 | 24 |
| TOTAL POINTS (Total of above 2 lines) | | 260 | 50 | 24 | 24 |
| 1. Corridor Selected: | 2. Total Acres of Farmlands to be Converted by Project: | 3. Date Of Selection: | 4. Was A Local Site Assessment Used? | | |
| | | | YES <input type="checkbox"/> NO <input type="checkbox"/> | | |
| 5. Reason For Selection: | | | | | |

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Prime and other Important Farmlands

Lafourche Parish, Louisiana

| Map symbol | Map unit name | Farmland classification |
|------------|--|------------------------------|
| C&A | CANCIENNE SILTY CLAY LOAM, 0 TO 1 PERCENT SLOPES, OCCASIONALLY FLOODED | All areas are prime farmland |
| CIA | CANCIENNE SILT LOAM, 0 TO 1 PERCENT SLOPES, OCCASIONALLY FLOODED | All areas are prime farmland |
| Cm | CANCIENNE SILTY LOAM | All areas are prime farmland |
| Co | CANCIENNE SILTY CLAY LOAM | All areas are prime farmland |
| G&A | GRAMERCY CANCIENNE SILTY CLAY LOAMS, 0 TO 1 PERCENT SLOPES | All areas are prime farmland |
| Sh | SCHRIEVER SILTY CLAY LOAM | All areas are prime farmland |
| SK | SCHRIEVER CLAY | All areas are prime farmland |
| Tn | GRAMERCY SILTY CLAY, FREQUENTLY FLOODED | All areas are prime farmland |
| Tu | GRAMERCY SILTY CLAY, 0 TO 1 PERCENT SLOPES | All areas are prime farmland |
| Va | VACHERIE SILT LOAM | All areas are prime farmland |

Prime and other Important Farmlands

St Charles Parish, Louisiana

| Map symbol | Map unit name | Farmland classification |
|------------|---|------------------------------|
| Cc | CANCIENNE SILT LOAM | All areas are prime farmland |
| Cm | CANCIENNE SILTY CLAY LOAM | All areas are prime farmland |
| Cn | CANCIENNE SILTY CLAY LOAM, FREQUENTLY FLOODED | All areas are prime farmland |
| Ha | HARAHAN CLAY | All areas are prime farmland |
| Sa | SCHRIEVER SILTY CLAY LOAM | All areas are prime farmland |
| Se | SCHRIEVER CLAY | All areas are prime farmland |

Phillip Parker

From: Kelly Shotts [Kelly.Shotts@noaa.gov]
Sent: Friday, September 10, 2004 9:47 AM
To: Kerry Higgins
Cc: Bren Haase
Subject: I-49 and EFH

Kerry,

I know you think I forgot about you since you left your voicemail for me weeks ago! I am so sorry to have taken so long to respond, but it has taken this long to get myself, Rick, and Bren in the office at the same time to discuss the EFH issue.

After much internal discussion, Rick decided that we will not require EFH consultation for this project. It will not change NOAA Fisheries' recommendations on the project and the associated mitigation, but an EFH section will not be required to be included in the EIS. All impacts to fishery resources and habitat can be rolled into the "Fisheries" (or similar) section of the document.

We do recommend that SAV shading impacts be dealt with in the same way they were for the LA 1 project. Studies were conducted to determine the daily duration of shading for habitat containing SAV. For areas that were shaded more than 4 to 6 hours (I will have to check on the exact recommendation), we requested marsh creation as mitigation at a rate of 0.5 acres of marsh created for every 1 acre of SAV meeting the shading threshold. Also, I wasn't clear on the exact details of your construction plan, but if there is an earthen dike constructed that will block flow into a section of Dufrene Ponds during construction, we recommend the dike to be degraded post-construction. In addition to SAV impacts, we will also be requesting mitigation for any unavoidable impacts to wetlands.

Thanks so much, and sorry again for taking so long to get back to you. Please feel free to contact me if you need further assistance.

Kelly

Phillip Parker

From: Kerry Higgins [kerryhiggins@providencebr.com]
Sent: Friday, October 08, 2004 9:41 AM
To: 'kelly.shotts@noaa.gov'
Cc: 'Karen C Holden'; 'Phillip Parker'; 'travisfaul@providencebr.com'; 'Patrick Guelfo'; 'i49south@dmjmharris.com'; 'louis.costa@dmjmharris.com'; Fred O. Dunham (DUNHAM_FO @ WLF STATE LA US)
Subject: Dufrene Ponds

Hi Kelly,

Thanks again for your cooperation on the I-49 South project as it relates to potential fisheries impacts. As promised, we did some field reconnaissance of Dufrene Ponds and this is what we found:

Average depths in the pond are 2 to 3 feet, with the exception of former channels, where depths are 5 to 6 feet.

No submerged aquatic vegetation was observed. We sampled throughout the pond and adjacent to remaining emergent marsh and recovered no evidence of SAVs. The existing marsh does not appear to be very stable. With the exception of the former spoil banks and higher elevations closer to US 90 (northern most area), the marsh is subjected to moderate to severe wave action associated with high winds and increased salinity levels from Bayou des Allemands. On the day we were there, winds were at 15 knots and waves were pounding the marsh.

Although we did not have a salinity meter at the time of our observations, local residents advised us that since the drought, salinity levels increases in Bayou des Allemands have eliminated the SAVs and deteriorated the marsh. In fact, we were told there have not been SAVs in the ponds for a few years. The ponds previously supported substantial numbers of wintering waterfowl. Based on local observations, the waterfowl now winter in the marsh immediately west of the ponds and north of Cypress Point, where a levee has protected the marsh from the salinity increases and wave action. Aerial photography appears to support this observation as do in excess of 25 deteriorated former duck blinds that have not been maintained due to the lack of waterfowl utilization of the ponds.

Without dedicated restoration efforts, we are not confident that SAVs will return to Dufrene Ponds. Are we required to address shading of SAVs if they are not there?

Thank you for your continued assistance.
k

Kerry Higgins
Providence Engineering and Environmental Group LLC
450 East Pass Road, Suite 106
Gulfport, MS 39507
phone: 228.897.7676
fax: 228.897.7979

Phillip Parker

From: Kelly Shotts [Kelly.Shotts@noaa.gov]
Sent: Wednesday, November 10, 2004 2:23 PM
To: Kerry Higgins
Subject: Dufrene Pond

Hi Kerry,

I talked to Richard. He said you don't have to worry about shading impacts to SAV in Dufrene Pond since it is unlikely they will return without restoration efforts. Guess that makes things easier! Let me know about the 316b meeting when you get a chance.

Thanks!
Kelly

SIU-2

State of Louisiana

RECEIVED

JUL 07 2003

ARCADIS Geraghty & Miller



James H. Jenkins, Jr.
Secretary

Department of Wildlife & Fisheries
Post Office Box 98000
Baton Rouge, LA 70898-9000
(225)765-2800

M.J. "Mike" Foster, Jr.
Governor

Name Mr. David R. Escude'
Company Arcadis
Street Address 2900 West Fork Drive, Suite 540
City, State, Zip Baton Rouge, LA 70827
Project State Project No.: 700-92-0011; Federal Aid Project No.: HP-9201(501)
Future I-49 South SIU 2 (LA 306 to Westbank Expressway)
Route: US 90, Jefferson and St. Charles Parishes
Date July 2, 2003

Invoice Number 03062012

Personnel of the Habitat Section of the Fur and Refuge Division have reviewed the preliminary data for the captioned project. Your project area is in the coastal zone. Contact the State of Louisiana Department of Natural Resources Coastal Management Division to determine if a coastal use permit is required. Our database indicated observations of waterbird nesting colonies in the surrounding areas of your project. Rookeries can move from year to year and no current information is available on the status of these rookeries. No activity is permitted within 300 meters around rookeries during the breeding season which is generally March 15-July 15. If work is planned for this time period you will need to survey the project area for rookeries and if any rookeries are found contact LNHP Zoologist Ines Maxit at 225-765-2820. Our database indicated that Bayou Segnette State Park is very near your project area. Please contact the State of Louisiana Department of Culture Recreation and Tourism Office of State Parks to discuss boundaries and coordinate activity. In reviewing our database, no rare, threatened, or endangered species or critical habitats were found within the area of the captioned project that lies in Louisiana. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. The Louisiana Natural Heritage Program requires that this office be acknowledged in all reports as the source of all data provided here. If you have any questions or need additional information, please call Louisiana Natural Heritage Program Data Manager Jill Kelly at (225) 765-2643.

Sincerely, *G. Kelly*
Gary Lester, NHP Coordinator
An Equal Opportunity Employer

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TRIBE OF LOUISIANA

CULTURAL DEPARTMENT

RECEIVED
JUL 01 2003
ARCADIS Geraghty & Miller

June 26, 2003

Mr. David R. Escude
Arcadis G & M, Inc.
2900 West Fork Drive, Suite 540
Baton Rouge, LA 70827

Re: I-49 South (SIU #2)
LA 306 to the Westbank Expressway
State Project No. 700-92-0011
F.A.P. No. HP-9201(501)
Jefferson and St. Charles parishes, Louisiana

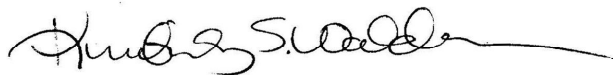
Dear Mr. Escude:

We are in receipt of your letter, dated April 4, 2003, concerning the above-referenced project. The parishes where the proposed project is to take place are part of the aboriginal Chitimacha homeland. That is, historically and prehistorically the Chitimacha Tribe of Louisiana was located in this area. This homeland contains many village sites, religious/sacred sites, and burial sites, which must be taken into account in the planning process.

Our records and oral traditions do not indicate that a specific archaeological site or Traditional Cultural Property is in the immediate vicinity of your project. However, due to the scope and nature of the project, we feel that a cultural resources survey should be undertaken. We understand that Earth Search, Inc., has been retained to conduct this survey. We look forward to reviewing the Phase I cultural resources survey report, after it has been drafted, and continuing consultation thereafter.

The Chitimacha Tribe of Louisiana appreciates your compliance with federal and state laws concerning Native American notification and consultation. Should you have any questions, do not hesitate to contact me at (337) 923-9923.

Sincerely,



Kimberly S. Walden,
Cultural Director

KW:JE



State of Louisiana
Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

L. HALL BOHLINGER
SECRETARY

April 23, 2003

RECEIVED
APR 25 2003
ARCADE Cragley & Foster

Mr. David Escude', P.E.
Associate Vice President/Principal Engineer
Arcadis G & M, Inc.
2900 West Fork Drive, Ste. 540
Baton Rouge, LA 70827

RE: State Project No. 700-92-0011; Environmental Impact
Statement; Jefferson & St. Charles Parishes
Proposed Construction of I-49/South SIU 2 (LA 306 to Westbank
Expressway)

Dear Mr. Escude':

The Department of Environmental Quality, Office of
Environmental Assessment and Office of Environmental Services has
received your request for comments on the above referenced
project.

There were no objections based on the limited information
submitted to us. However; the following comments have been
included and/or attached. Should you encounter a problem during
the implementation of this project, please make the appropriate
notification to this Department,

The Office of Environmental Services has made the following
comments:

Please see the letter from the Office of Environmental
Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is
relevant only to the granting of funds for the proposed
project. This does not relieve the applicant of his
responsibility for obtaining any other permits or approvals
necessary from LDEQ or other State, Local, or Federal
agencies, nor does it influence the Department's ultimate
decision on those permits or approvals. A copy of our
brochure on construction best management practices is
enclosed."



OFFICE OF MANAGEMENT AND FINANCE • P.O. BOX 82231 • BATON ROUGE, LOUISIANA 70884-2231

AN EQUAL OPPORTUNITY EMPLOYER



April 23, 2003
Page 2

Also, please see the attached letter from the Office of Environmental Assessment/Environmental Planning Division.

Please forward all future requests to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies. **Also, please note new address:**

Mrs. Lisa Miller
Louisiana Department of Environmental Quality
Office of Management & Finance
Contracts & Grants Division
P. O, Box 4303
Baton Rouge, LA 70821-4303

Should you need any additional information please call me at (225) 765-0723. If you should have any questions concerning the attached letter from the Office of Environmental Services, please contact Mr. Jim Delahoussaye at 225/765-0507.

Sincerely,


Lisa L. Miller
Contracts & Grants

llm:vh
Enclosures



State of Louisiana
Department of Environmental Quality



M. J. "MIKE" FOSTER, JR.
GOVERNOR

April 11, 2003

L. HALL BOHLINGER
SECRETARY

David Escude', P.E.
Principal Engineer
ARCADIS G&M, Inc.
2900 West Fork Drive, Suite 540
Baton Rouge, Louisiana 70827

RE: State Project No. 700-92-0011
FAP No. HP-9201(501)
Future I-49 South SIU 2
LA 306 - Westbank Expressway
Route US 90
Jefferson and St. Charles Parishes

Dear Mr. Escude':

The Environmental Planning Division of the Office of Environmental Assessment has reviewed the preliminary project information submitted with your letter dated April 4, 2003, for the captioned highway reconstruction project in Jefferson and St. Charles Parishes, Louisiana. As you may be aware, Jefferson and St. Charles Parishes are two of four parishes comprising the New Orleans air quality maintenance area. These parishes are currently in attainment of the National Ambient Air Quality Standards but are operating under the terms and conditions of a full maintenance plan. Because of their air-quality maintenance status, regionally significant highway projects in Jefferson and St. Charles Parishes, that are funded or approved under Title 23 U.S.C., are subject to state and federal transportation-conformity requirements (*LAC 33:III, 14.B* and *40 CFR part 93*, respectively).

Based on the project information submitted, it is clear that this proposed highway project is regionally significant and would therefore have to be included in a conforming transportation plan for the New Orleans area. Our review of the currently approved conformity analysis indicates that this major federal action has been included as part of the 2025 Metropolitan Transportation Plan for the New Orleans maintenance area. Accordingly, LDEQ deems this action to be at this time in compliance with the transportation conformity provisions of the Louisiana state implementation plan (SIP) and the Planning Division does not object to continued project planning and development.

Should you have any questions regarding state rules and regulations pertaining to transportation conformity, please contact Mr. Ron Rebouche of my staff at (225) 765-0245. Thank you for affording us the opportunity to comment on this proposed action.

Sincerely,

A handwritten signature in cursive script that reads "Teri F. Lanoue".

Teri F. Lanoue
Environmental Manager
Environmental Planning Division

TFL:RR



OFFICE OF ENVIRONMENTAL ASSESSMENT
P.O. BOX 82178 • BATON ROUGE, LOUISIANA 70884-2178 • TELEPHONE (225) 765-0355 • FAX (225) 765-0617
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CA

State of Louisiana



M.J. "MIKE" FOSTER, JR.
GOVERNOR

JACK C. CALDWELL
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
April 9, 2003

TO: Mr. David Escude', P.E.
ARCADIS G&M, Inc.
2900 West Fork Drive, Suite 540
Baton Rouge, LA 70827

RE: Solicitation of Views
Future I-49 South SIU 2
(LA 306 to Westbank Expressway)
Route: US 90
State Project No. 700-92-0011
Parish: Jefferson and St. Charles

RECEIVED
APR 10 2003
JAMES H. WELSH

In response to your Solicitation of Views letter dated April 4, 2003, regarding the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at <http://www.dnr.state.la.us/CONS/Conserv.ssi>.

The Office of Conservation maintains records of all activities within its jurisdiction in either paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

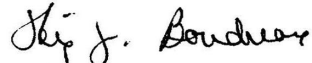
| <u>Division</u> | <u>Contact</u> | <u>Phone No.</u> | <u>E-mail Address</u> |
|--------------------|----------------|------------------|---------------------------|
| Engineering | Jeff Wells | 225-342-5638 | JEFFW@dnr.state.la.us |
| Pipeline | Don Hebert | 225-342-2989 | Donh@dnr.state.la.us |
| Injection & Mining | Laurence Bland | 225-342-5515 | LaurenceB@dnr.state.la.us |
| Geological | Mike Kline | 225-342-3335 | MikeKl@dnr.state.la.us |

P. O. BOX 94275 • BATON ROUGE, LOUISIANA 70804-9275 • 617 NORTH THIRD STREET • BATON ROUGE, LOUISIANA 70802
PHONE: (225) 342-5540 • WEB <http://www.dnr.state.la.us>
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Page Two

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting "Help" on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,



James H. Welsh
Commissioner of Conservation

JHW:MBK/her

cc: Jeff Wells
Don Hebert
Laurence Bland
Mike Kline



U.S. Department
of Transportation
Federal Aviation
Administration

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Fort Worth, Texas 76193-0000

APR 24 2003

Arcadis G&M
David R. Escude', P.E.
2900 West Fork Drive, Suite 540
Baton Rouge, LA 70827

RE: Solicitation of Views on Louisiana State Project No. 700-92-0011

Dear Mr. Escude':

Thank you for the opportunity to review and comment on your upcoming project to upgrade a portion of US 90. At this time, the Federal Aviation Administration (FAA) cannot identify any possible adverse effects to any of our facilities due to this project.

In the future, if any new or proposed structure in the area protrudes higher than any existing structures, Form 7460-1, Notice of Proposed Construction or Alteration, should be filed with the FAA. This form is located at www.faa.gov.

If you have any questions or comments, please contact Mr. Mike Goodrich, Environmental/Integration Engineering Section, ASW-472, at 817-222-4724.

A handwritten signature in cursive script, appearing to read "Jo L. Tarrh".

for Jo L. Tarrh
Manager, Airway Facilities Division,
Southwest Region



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
BOB ODOM, COMMISSIONER



RANDAL JOHNSON
DEPUTY COMMISSIONER

April 23, 2003

ASSISTANT
COMMISSIONERS

Agricultural &
Environmental Sciences
Matthew Keppinger, III
P.O. Box 3595
Baton Rouge, LA 70821
(225) 925-3770
Fax: 925-3760

ARCADIS G&M, Inc.
Mr. David R. Escude', P. E.
Associate Vice President/principal Engineer
2900 West Fork Drive, Suite 540,
Baton Rouge, LA 70827

Agro-Consumer
Services
Manning Broussard
P.O. Box 3098
Baton Rouge, LA 70821
(225) 922-1341
Fax: 922-0477

RE: Solicitation of Views

Animal Health
Services
Terrell Delphin
P.O. Box 1951
Baton Rouge, LA 70821
(225) 925-3962
Fax: 925-4103

State Project No.: 700-92-0011
F.A.P. No.: HP-9201 (501)
Future I-49 South SIU 2
(LA 306 to Westbank Expressway)
Route: US 90
Parishes: Jefferson and St. Charles

Forestry
Paul D. Frey
P.O. Box 1628
Baton Rouge, LA 70821
(225) 925-4500
Fax: 922-1356

Dear Mr. Escude':

Management
& Finance
Skip Rhorer
P.O. Box 3481
Baton Rouge, LA 70821
(225) 922-1255
Fax: 925-6012

I have no comment at this time regarding the above referenced project.

Marketing
Bryce Malone
P.O. Box 3334
Baton Rouge, LA 70821
(225) 922-1277
Fax: 922-1289

Sincerely,

Bradley E. Spicer
Bradley E. Spicer
Assistant Commissioner

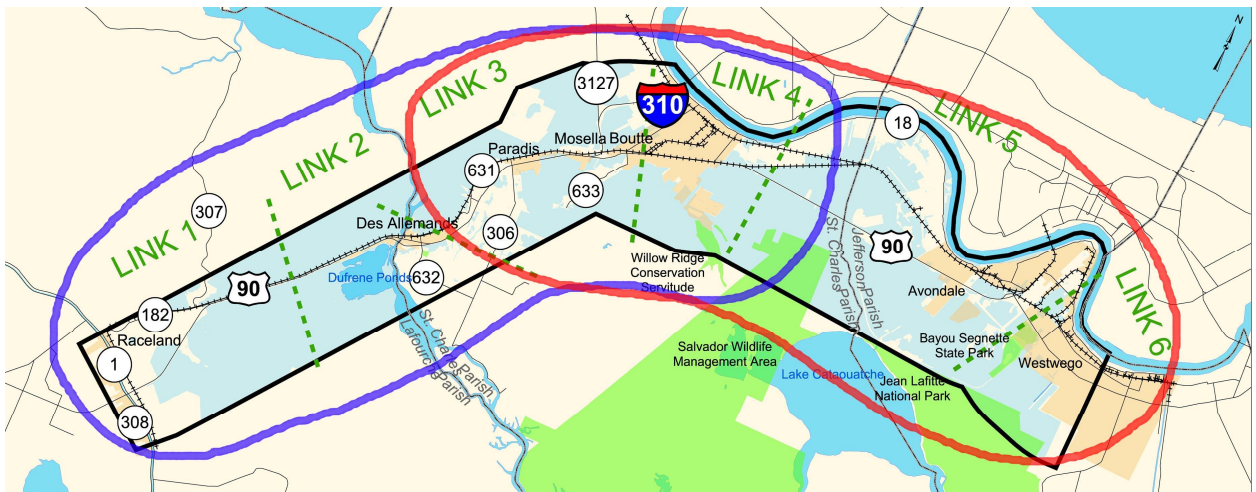
Soil & Water
Conservation
Bradley E. Spicer
P.O. Box 3554
Baton Rouge, LA 70821
(225) 922-1289
Fax: 922-2577

BES:le

APPENDIX 7-E

I-49 Environmental Impact Statement

Status Report



**Presented to the St. Charles Parish Council and the Parish President
regarding the outcome of their requests concerning SIU 2 issues.**

December 2004

**STATE PROJECT NO. 700-92-0011
FEDERAL AID PROJECT NO. HP-9201(501)
FUTURE I-49 SOUTH (RACELAND TO WESTBANK EXPRESSWAY)
ROUTE US 90
JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES**

Prepared by DMJM+HARRIS, Inc.

Introduction

This Report has been prepared for the Council and other public officials of St. Charles Parish regarding the progress of the I-49 Environmental Impact Statement. The purpose of this Report is to summarize the development of the alternatives for each SIU and the outcome of the requests made by St. Charles Parish by Resolution on September 7, 2004, and discussed on September 29, 2004.

As you know, in February 2003, the Louisiana Department of Transportation and Development (DOTD) initiated the preparation of an Environmental Impact Statement, in accord with the requirements of the National Environmental Policy Act (NEPA), for two Sections of Independent Utility (SIU) as follows:

SIU 1 – Bayou Lafourche to the Davis Pond Diversion Canal

SIU 2 – LA 306 (Bayou Gauche Road) to the existing elevated portion of the Westbank Expressway.

As these SIUs overlap within St. Charles Parish, the advertised Public Information Meetings for both SIUs have been held in St. Charles Parish. St. Charles residents have also been notified of, and attended, the SIU 1 meetings in Lafourche Parish and the SIU 2 meetings in Jefferson Parish.

The following six advertised Public Information Meetings have been held in St. Charles Parish in addition to numerous meetings and communications with public officials, business groups, neighborhood groups, and individuals, as well as the meetings in other parishes:

| Meeting | SIU 1 | SIU 2 |
|---------|-------------------|------------------|
| First | April 16, 2003 | April 22, 2003 |
| Second | November 11, 2003 | November 4, 2003 |
| Third | May 20, 2004 | August 17, 2004 |

The project team, which consists of the DOTD, the consultant team headed by DMJM+HARRIS, and the Federal Highway Administration (FHWA), which is the lead Federal agency, meets frequently to review progress on the project. The project team also meets with the various Federal and state agencies that regulate or oversee various aspects of the natural and built environments. Throughout this document, these agencies will be referenced as simply the Agencies. They fall into several categories, however, as follows:

- Cooperating Agencies invited by FHWA to participate in this capacity and, based on their acceptance, responsible to provide relevant data in their possession and to consult throughout the project. For SIU 1 and SIU 2 these include the US Army Corps of Engineers (USACE) and the US Fish and Wildlife Service (USFWS). US Coast Guard (USCG) is a cooperating agency for SIU 1 only.
- The signatories, in addition to the FHWA, to the FHWA Region 6 Interagency NEPA and 404/10 Concurrent Process Agreement for Transportation Projects include the USACE, the USFWS, the US Environmental Protection Agency (USEPA), and the National Marine Fisheries Services (NMFS).
- The agencies responsible for enforcing Federal or State statutory requirements, including the issuance of permits, that are often referenced as permitting agencies or regulatory agencies. Those include all agencies mentioned above plus the

Louisiana State Historic Preservation Officer (SHPO), the Louisiana Department of Wildlife and Fisheries (LDWF), the Louisiana Department of Natural Resources (LDNR), and the Louisiana Department of Environmental Quality (LDEQ).

Background

During the period between April and November 2003, the project team developed 27 alternative route concepts for SIU 1 designated A through BB, not including I, and 24 alternative route concepts for SIU 2 designated A through Y, not including I. Some of these alternatives in each SIU were identical in St. Charles Parish. Prior to the meetings in November 2003, these alternatives were discussed with public officials and business interests in the corridor, as well as with the Agencies.

In SIU 2, the alternatives aligned south of the Monsanto buffer area, at least the portion of the buffer covered by the overlapping buffers created by the Parish and the company, could be considered. Those within or on the river side of the buffer overlap were not practicable. The remaining alternatives included Alternatives T through Y. No serious concerns were raised concerning Alternative T prior to the Public Meeting other than the obvious issues of pipeline conflicts and potential for closure during a release, but those south of the US 90 corridor were always considered problems by the Agencies. Alternative W was presented as an alternative to Alternative T because, in comparison to the other southern alternatives, it occupied the longest portion of the existing US 90 right-of-way and the fewest acres of wetlands and high quality habitat. Also, it did not impact the Conservation Servitude, the Davis Pond Ponding Area, or the Salvador Wildlife Management Area.

Following the November 4 meeting, the St. Charles community expressed considerable opposition to Alternative W. The comments indicated that Alternative T was favored by 84 to 17, and Alternative W was opposed by 143 to 6. Both were opposed by a resolution of the Parish School Board, and the Council passed a resolution asking that we present another alternative. This was reflected by some 39 residents who asked for Some Other Alternative. Fifty respondents expressed no preference or were undecided.

The project team did not entirely abandon Alternative T. Another alternative, however, was sought. Alternative Y was reconsidered. It avoided the Conservation Servitude and the WMA, but, by necessity, crossed the Ponding Area and numerous acres of wetlands and high quality habitat because of its circuitous route. Also, the traffic improvements on US 90 provided by Alternative Y were minimal compared to Alternatives T and W, which both had interchanges at Willowdale Boulevard. A new Alternative Z was studied, but did not prove successful or obtain community support.

During the period between November 2003 and May 2004, new alternatives were explored for SIU 1, and traffic analysis was advanced for both SIUs. The public and Agency comments both questioned how the two SIUs would connect if each SIU ended at an interchange with I-310. This resulted in the creation of smaller portions of the proposed route called Links. Each link had alternatives with common beginning and ending points so that any alternative in one link could join any in an adjacent link.

SIU 1 Alternatives

At the meeting in May 2004, SIU 1 was considered to comprise Links 1 through 3 which ended at I-310, but, for the first time, potential alignments of the connection, or Links 3 and 4, were presented together. In June 2004, after the meeting comment period was concluded, the project team met with the Agencies to determine what alternatives should be included in the SIU 1 Draft Environmental Impact Statement (DEIS).

Several important issues were resolved at that meeting:

- SIU 1 was defined as Link 1 through Link 4;
- SIU 2 was defined as Link 3 through Link 6;
- Link 3 was determined to begin just west of the intersection of LA 635 and US 90 and to extend to a point just east of LA 52 (Paul Maillard Road);
- Link 4 was determined to begin at the termination of Link 3 and extend to just east of the Davis Pond Diversion Canal;
- As Links 3 and 4 are in both SIUs and comprise the entire I-310 interchange and the urbanized area of St. Charles within the corridor, there was now an opportunity for the two SIU to connect; and
- The alternatives within each Link were redesignated by use of the Link number followed by a letter, for example, there are 2 alternatives in Link 2 designated Alternatives 2A and 2B.

The alternatives selected for inclusion in the SIU 1 DEIS were as follows:

Link 1:

There is only one alternative. Alternative 1A is entirely within Lafourche Parish and closely follows the existing US 90 alignment.

Link 2:

There are two alternatives, Alternatives 2A and 2B.

The major differences to the alignments and potential impacts are in Lafourche Parish. In St. Charles Parish the alternatives enter the Chevron Texaco property from different crossings of Bayou Des Allemands, but neither impacts developed areas.

Link 3:

Again there are two alternatives, Alternatives 3A and 3B.

Alternative 3A is the connection of GG3/T shown at the May 2004 meeting. It crosses and interchanges with I-310 and LA 3127 to the north of US 90 and crosses south of Paradis just west of Mosella where six residences on LA 631 (Old Spanish Trail) and a single business on US 90 would be relocated. The major impact would be in Boutte where it results in the relocation of six residences and a vacant commercial structure and other potential impacts in an Environmental Justice neighborhood.

Alternative 3B was not shown at the May 2004 meeting, but resulted from suggestions made at that meeting combined with more advanced traffic analysis of the urbanized area. This analysis was done without dividing the area into SIUs. It showed that the westbound I-49 to northbound I-310 trips, and the trips in the reverse direction, would be few enough to allow a lower speed limit for these connections.

By lowering the speed, it was possible to align the roadways to avoid impacts to the Environmental Justice neighborhood and to reduce the acreage of wetland impact. Alternative 3B does, however, require relocation of six businesses and at least one residence along US 90 and could create other impacts to developed property near the US 90 LA 52 intersection.



Alternative 3A



Alternative 3B

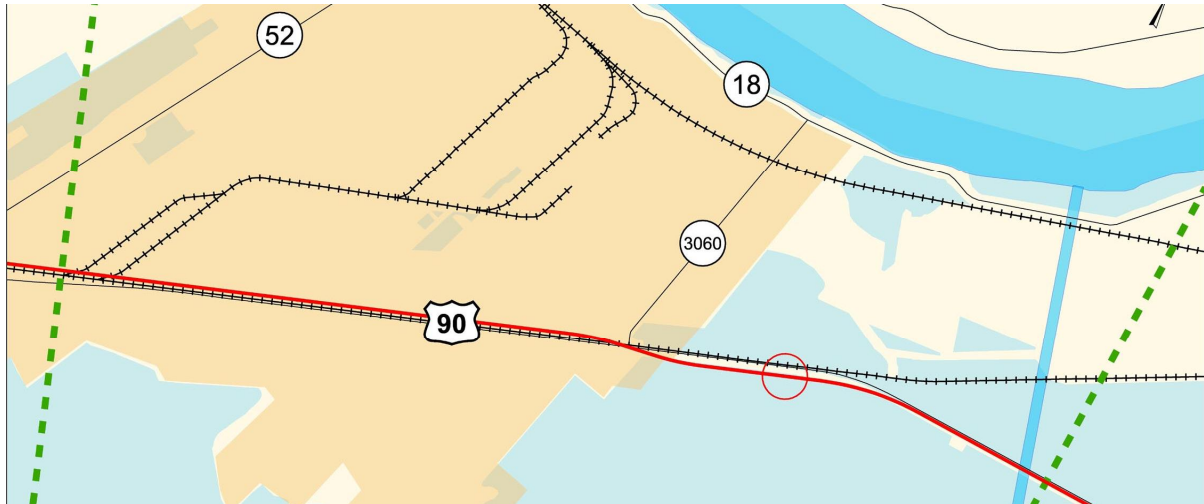
Link 4:

Again there were two alternatives, Alternatives 4A and 4B.

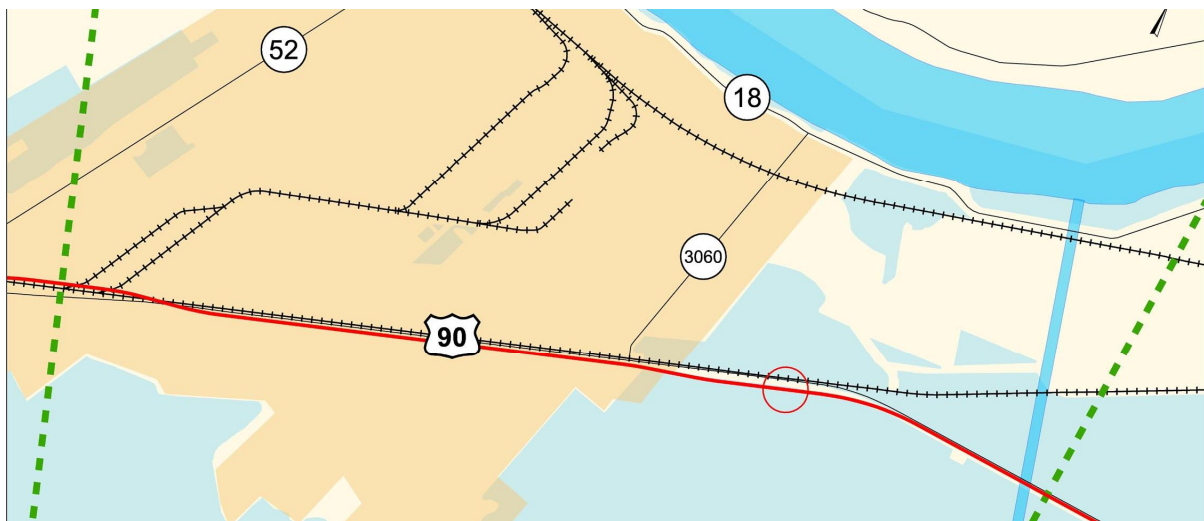
Alternative 4A is the portion of Alternative T between a point just east of LA 52 that was selected as the matchline for Links 3 and 4 and the Davis Pond Diversion Canal. This runs north of the BNSF RR until just before reaching LA 3060 (Barton Avenue), and it has an interchange at Willowdale Boulevard that provides for a connection to a future grade separated extension to the north as a relocated LA 3060.

Alternative 4B is aligned to utilize the 130 foot wide strip of property owned by DOTD along portions of the US 90 right-of-way on the south side between Wal-Mart and Willowdale Boulevard. In this alternative, I-49 crosses to the south of the railroad at the point where existing development on the north side of US 90 ends and the pipelines cross to the north side of the railroad. In this way, it can be built at

grade in the existing right-of-way without pipeline conflicts. US 90 is relocated to the south of the existing US 90 roadway. This requires the purchase of 100 feet of additional right-of-way in locations that DOTD does not already own the property. Approximately 20 commercial relocations result. This also provides an interchange at Willowdale Boulevard, and it completes the grade separation as part of this project to provide access to the Davis Plantation area, Barton Avenue, and Monsanto because the current access is eliminated by constructing I-49 at grade.



Alternative 4A



Alternative 4B

SIU 2 Alternatives

At the SIU 2 meeting in August 2004, the project team presented and recommended that the same alternatives selected for SIU 1 in Links 3 and 4 be included in SIU 2. The purpose of the meeting, however, was to hear what the community had to say before making a decision.

SIU 2 also includes Link 5, which is partly in St. Charles Parish as it begins just east of the Davis Pond Diversion Canal and continues to Segnette Boulevard in Jefferson

Parish. In Alternative 5A, I-49 is elevated on the north side of the existing right-of-way and on the south side there is a two-lane, two-way frontage road to provide local access between the Willowdale interchange and an interchange in Avondale. In both other alternatives presented, 5B and 5C, the alignment in St. Charles is identical. It begins like Alternative 5A, but turns south just before the Parish line between the Davis Pond Ponding Area and the Cataouache Levee.

Link 6, also in SIU 2, is entirely within Jefferson Parish and comprises the completion of the Westbank Expressway between Segnette Boulevard and the existing elevated structure.

The response from St. Charles Parish, centered on two themes:

1. Impact on Youngs Cemetery by Alternative 3B; and
2. Request for a southern alternative that bypasses the urbanized area of St. Charles.

The first of these was easily addressed. Although it resulted in an additional commercial relocation, realigning the roadway to avoid the cemetery actually reduced the natural environment impacts

The second, as you know, was formalized at the Council Meeting on September 7, 2004, with the passage of a Resolution asking that the project team study a southern alternative. The exact alternative alignment was to be determined. After receiving comments from Councilman Ramchandran, the team submitted alternatives for your consideration. At a meeting on September 29, 2004, the Council asked that we study Alternative U. At that meeting, you also asked that we consider an interchange between I-49 and LA 306 in all alternatives included in the DEIS.

Alternative U

As was discussed at these meetings, the Clean Water Act places statutory restraints on the USACE that make it virtually impossible for them to issue a permit to a project that cannot demonstrate that it is the least damaging, practicable alternative. A major goal of any NEPA process is to gain approval for a proposed action that can obtain all required permits. The I-49 project is especially in need of obtaining 404 permits from the USACE. Given this background, Alternative U had been previously eliminated from consideration before the SIU 2 meetings in November 2003 because it did not appear to be the least damaging.

DOTD agreed to have the project team study the alternative and to present it to the Agencies for their review prior to a decision being made regarding which alternatives to include in the SIU 2 DEIS. The following tables were prepared to give the Agencies a means of comparing the Alternative U proposal to the possible combinations provided by the alternatives included in the SIU 1 DEIS. SIU 1 Alternative GG3 is paired with Alternative U create a comparable.

DOTD agreed to have the project team study Alternative U and to present it to the Agencies for their review prior to a decision being made regarding which alternatives to include in the SIU 2 DEIS. Tables similar to those below were prepared to give the Agencies a means of comparing the Alternative U proposal to the possible combinations provided by the “project alternatives” included in the SIU 1 DEIS. SIU 1 Alternative GG3 is paired with Alternative U create a comparable. The differences

between these tables and those shown the Agencies are in Tables 2. and 3. and result from the subsequent elimination of Alternative 5C.

As is easily seen in Table 1., 83% of the additional required right-of-way is wetlands. The next largest percentage is 69%.

Table 1. Comparison of Alternative GG3/U in Links 3 & 4 to Project Alternatives

| Potential Impact | GG3/U | 3A/4A | 3A/4B | 3B/4A | 3B/4B |
|--|---------------|---------------|---------------|---------------|---------------|
| Total Additional Right-of-Way (acres) | 545.31 | 434.45 | 453.92 | 402.02 | 420.49 |
| High Quality Habitat (acres) | 456.09 | 295.16 | 305.47 | 261.50 | 271.80 |
| Potential Wetlands (acres) | | | | | |
| NWI , not field verified | 453.00 | 299.47 | 312.97 | 221.81 | 235.31 |
| % of Total Additional Right-of-Way | 83% | 69% | 69% | 55% | 56% |
| Built Environment | | | | | |
| Residential Relocations | 0 | 12 | 12 | 1 | 1 |
| Commercial Relocations | 0 | 3 | 17 | 8 | 22 |
| Potential Environmental Justice | No | Yes | Yes | No | No |

Table 2. shows the impacts in Link 5. As Alternative U does not join Alternative 5A, no values are given here for that combination. This table also displays the reason for the preference expressed by many Agency representatives for Alternative 5A.

Table 2. Comparison of Alternative U in Link 5 to Project Alternatives

| Potential Impact | U/5B | 5A | 5B |
|--|---------------|--------------|---------------|
| Total Additional Right-of-Way (acres) | 341.67 | 95.66 | 310.20 |
| High Quality Habitat (acres) | 77.48 | 1.32 | 54.12 |
| Potential Wetlands (acres) | | | |
| NWI , not field verified | 271.73 | 57.91 | 240.09 |
| % of Total Additional Right-of-Way | 80% | 61% | 77% |
| Built Environment | | | |
| Residential Relocations | 0 | 0 | 3 |
| Commercial Relocations | 3 | 3 | 3 |
| Potential Environmental Justice | No | Yes | No |

Table 3. compares Alternative U in the two possible combinations with Alternatives GG3 and 5A or with Alternatives GG3 and 5B to the combinations of project alternatives with the greatest potential impacts, Alternatives 3A, 4B, and 5B, and with the least potential impacts, Alternatives 3B, 4A, and 5A. Again, Alternative U does not approach the position of least damaging. From the perspective of the Clean Water Act, the least damaging combination is Alternatives 3B, 4A, and 5A. The percentage of additional right-of-way that is comprised of potential wetlands is only 57%.

In terms of the practicable aspects of the alternatives combinations, estimated construction cost and traffic were examined. Those combinations including Alternative U are estimated to have lower construction costs than those including

Alternatives 3B and 4A, but higher costs than those combining Alternatives 3A and 4B. Combinations including Alternative U did predict enough traffic on I-49 to justify its construction as through trips would be diverted, but there would be an estimated 10,000 less vehicles a day than in the other alternatives. This would result from the reduction in the utility of I-49 to local and regional trips. Except for the interchange with I-310, which, in turn, would lead to an interchange with US 90, there are no interchanges between Nicole Boulevard in Jefferson Parish and the interchange on US 90 west of Paradis. The 10,000 trips in the corridor that would not utilize I-49 would remain on US 90.

Table 3. Comparison of U Alternatives with most and least impacted Project Alternatives

| Potential Impact | GG3/U/5A | GG3/U/5B | 3A/4B/5B | 3B/4A/5A |
|--|-----------------|-----------------|-----------------|-----------------|
| | | | most | least |
| Total Additional Right-of-Way (acres) | 640.97 | 886.98 | 798.66 | 516.15 |
| High Quality Habitat (acres) | 457.41 | 533.57 | 359.59 | 273.12 |
| Potential Wetlands (acres) | | | | |
| NWI , not field verified | 510.91 | 724.73 | 603.81 | 293.22 |
| % of Total Additional Right-of-Way | 80% | 82% | 76% | 57% |

Attached to this Report are copies of the minutes of the meetings on September 29, 2004, between DOTD and yourselves; October 14, 2004, with the Agencies; and; November 17, 2004, at which DOTD and FHWA made a selection of the alternatives to include in the SIU 2 DEIS. Alternative U was not selected for the reasons discussed here and more fully in the minutes.

The selections were as follows:

Link 3:

Alternatives 3A and 3B

Link 4:

Alternatives 4A and 4B

Link 5:

Alternative 5A which remains on the existing US 90 right-of-way for its entire length, and Alternative 5B which turns south at the parish line and passes Avondale on the south. It then returns to US 90 between Avondale Homes subdivision and the Tournament Players Golf Course. This was preferred by Jefferson Parish. The eliminated Alternative 5C returned to US 90 between the golf course and Segnette Park.

Link 6:

There is only one alternative, Alternative 6A, which follows the existing Westbank Expressway alignment from Segnette Boulevard to the existing completed portion of that roadway.

LA 306 Interchange

At present there is an interchange proposed with US 90 between Des Allemands and Paradis. This location would be equally convenient for trips originating or destined for either town. It would be relatively less convenient for trips on LA 306 (Bayou

Gauche Road). It is not possible to include an interchange at both locations as the sites are too close to meet geometric design standards.

The request to include an interchange as I-49 crosses LA 306 is based on the belief that by 2030 there would be greater development, therefore greater traffic demand, generated on LA 306 than in Des Allemands. There is no good means to either prove or disprove this hypothesis.

From a design perspective, there are two optional means of addressing this issue:

1. The more costly would be to relocate the interchange as requested. This would be more costly than the existing proposal and than the alternative solution because US 90 would have to be relocated to LA 306 as a frontage road to provide access from the west. As an arterial, US 90 would need to be a four lane roadway at elevation 5 msl in an area with existing elevations as low as -7 msl.
2. The less costly would provide a two lane roadway, approximately a mile long that would connect the center of the interchange with LA 306. This would provide adequate capacity based on currently available data.

It was determined, however, that neither of these solutions should be included in the DEIS proposed actions. The reasons are more fully explained in the meeting minutes attached. The direct answer is that if this road were included, the development would be considered a secondary and induced impact. This would diminish the environmental suitability of I-49.

An appropriate way to provide for this road would be to develop it as a separate project using the second option described above.

**Minutes
Meeting of DOTD with St. Charles Parish Officials
September 29, 2004
Parish President's Office**

Attendees:

St. Charles Parish President: Albert Laque

St. Charles Councilmen: Chairman Lance Marino, Desmond Hillaire, Brian Fabre, and G. Ramchandran

St. Charles Administration: Tim Vial, Philip Dufrene, and Steve Sirmon

DOTD: Mike Aghayan and Vince Russo

DMJM+HARRIS: Lou Costa and Barry Brupbacher

On September 7, 2004, the St. Charles Parish Council passed a Resolution (see attached) asking that DOTD study a southern alternative for I-49. At that meeting, Mr. Costa was directed to receive concepts from Councilman Ramchandran, the resolution sponsor, to prepare a drawing of these concepts, and to submit to Council for them to determine which one met the intent of the resolution. Attached are the concepts received and the submission made to the Council. The purpose of this meeting was to receive the Council's decision.

After discussion of current proposals by I-49 team, including an explanation of the realignment of Alternative 3B to avoid the Youngs Cemetery, and discussion of the southern alternatives suggested by Councilman Ramchandran, the following determinations were agreed by all present:

1. The Council asks DOTD to consider Alternative U as shown on the map submitted to the Council with the addition of an interchange as it crosses LA 306.
2. It is understood that DMJM+HARRIS and the I-49 team will advance U to a comparable point as 3A and 3B and will submit those findings to DOTD and FHWA for consideration by them as a potential alternative for inclusion in the SIU 2 DEIS at their meeting scheduled for October 14, 2004, with the state and federal regulatory agencies.
3. The Council understands that for SIU 1, Alternatives 3A, 3B, 4A, and 4B have already been selected as shown.
4. The Council stated that it prefers that there be an interchange at LA 306 for whichever alignment is finally selected.
5. Councilman Hillaire asked for the team to accompany him at meetings with the Boutte community. Mr. Costa agreed to do this.
6. Councilman Fabre stated his preference for 4A over 4B.

The Council also submitted a statement to DOTD and DMJM+HARRIS stating their preference for U and for an interchange at LA 306 for whatever alternative is selected. It was signed by those present and electronically by others with agreement of 8 to 0 of the nine members.

Minutes of Meeting with DOTD, FHWA, I-49 Consultant Team and Federal and State Regulatory Agencies

Purpose: Meeting to discuss the Alternatives for SIU 2

Date: October 14, 2004

Place: USACE, New Orleans

Attendees: **LDOTD:** Mike Aghayan, Wayne Nguyen
FHWA: Bill Farr, Bob Mahoney
USACE: James Barlow, Gib Owen
USCG: Marcus Redford, Cindy Herrmann
USFWS: Derek Hamilton
USEPA: John Ettinger
DNR, CMD: Kim Arcement
Regional Planning Commission: Jeff Roesel
DMJM+HARRIS: Lou Costa, Gene Gillen, Barry Brupbacher, Angelia Layrisson
Providence: Kerry Higgins
ARCADIS: Lucila Cobb, Lynn Maloney
Neel-Schaffer: Nick Ferlito, Brin Ferlito
Earth Search, Inc.: Jill Yakubik

The purpose of the meeting was to review with the agencies the alternatives proposed for SIU 2 and to receive their comments. The comments received will assist DOTD and FHWA in deciding which alternatives to carry forward into the DEIS as proposed action alternatives.

The meeting began at 10:40am on Thursday, October, 14, 2004.

Costa began by stating the reason we are together is to discuss the remaining alternatives for SIU-2. He stated that the alternatives for SIU-1 have been chosen.

I. Links 3A and 3B, Links 4A and 4B, and Alternative U

Costa reviewed Links 3 and 4 and then presented Alternative U. Alternative U was previously considered along with many other alignments. Based on preliminary data, many alignments were eliminated early in the project after the regulatory agencies confirmed that, under the 404 permitting process, the alignments did not appear to be the least damaging to the natural environment. Alternative U was resurrected from the eliminated group after the St. Charles Parish Council passed a resolution requesting a southern alternative be considered. After reviewing other previous southern alignments, the Council selected Alternative U as their preferred action alternative to be considered for inclusion in the DEIS.

A. Alternative U

Ettinger initially addressed the meeting regarding Alternative U. He stressed the legislative responsibility imposed on regulatory agencies under the Clean Water Act Section 404, specifically, that a permitted action must be the least damaging practicable alternative. Alternative U would have to meet that test, and he seriously questioned whether that was achievable for Alternative U. The preliminary data

indicates a difference in total impacts to the natural environment when comparing Alternative U to the other alternatives proposed. In addition to direct impacts, it is clear that Alternative U would result in greater habitat fragmentation than other alternatives.

Barlow reiterated that the Corps' regulations require that the least damaging, yet practical alternative should be chosen. The EIS is a tool used to compare potential alternatives, weighing the positive and negative aspects of each, which concludes with the selection of the least damaging, yet practicable alternative as the preferred route. It will be difficult to defend Alternative U as the least damaging due to the apparent increase in wetland impacts, both direct and secondary over those of the other alternatives being considered. However, there may be means by which these excessive wetland impacts associated with Alternative U can be mitigated such that the overall impact may be minimized.

Ettinger commented that he just doesn't see how Alternative U could be defined as the least damaging. He then said that anyone with a computer and a little know-how, could challenge Alternative U in court as not the least damaging, and would most likely win under the Clean Water Act Regulations.

Based on these guidelines, Aghayan stated that LDOTD feels Alternative U should not be forwarded into the DEIS as a proposed action.

Hamilton suggested that some consideration should be given to Alternative U since the parish went as far as drafting a resolution.

The Consultant Team indicated that would be additional expense required to do the necessary field investigation on Alternative U, if it were carried into the DEIS as an action alternative.

Barlow said Alternate U should be included in the EIS since St. Charles Parish Council recommended the alignment. The degree to which the alternative should be analyzed is left to how serious the alternative is to be considered as the preferred alternative by DOTD. An EIS is a disclosure statement so its consideration must be disclosed. Barlow stated that the Corps regulations require that they address not only the local public interests but also the national interest in protecting such habitats as those to be impacted by the proposed project. A permit decision will be made after a careful consideration of ALL relevant information.

Ettinger shared his thoughts, agreeing with Barlow that Alternative U should be discussed in the DEIS, but not recommended as a proposed action.

Hamilton echoed the position taken by Ettinger.

Other topics were discussed pertinent to Alternative U:

a. Traffic Data - Alternative U carries 10,000 less vehicles per day on the interstate than Links 4A and 4B; however, Alternative U does carry a significant amount of traffic to justify the need for an interstate. The additional 10,000 vehicles remain on existing US 90 through Boutte under the Alternative U concept.

b. Construction Cost – SIU 2 using Alternative U was estimated to cost approximately \$1.40 Billion for the minimum combination to \$1.49 Billion for the

maximum, which is within the range of costs for all other alternative combinations as illustrated below:

| | |
|---------------------|---|
| Minimum Combination | \$1.35 Billion (Links 1, 2A, 3A, 4B, 5A, 6) |
| Maximum Combination | \$1.56 Billion (Links 1, 2B, 3B, 4A, 5B, 6) |

Ettinger reminded everyone that cost is not the only factor in the final decision for selecting the best alternative.

Farr stated that the construction phasing of Alternative U into smaller financing packages would require a much larger chunk of money to get a single phase completed. Alternative U would require several miles of elevated interstate to meet logical termini locations in order to allow the facility to operate as a transportation link.

Barlow mentioned that Alternative U would require “End on Construction” techniques based upon the preliminary estimates of wetland segmentation and impact.

c. Mitigation Banks - Barlow pointed out that Alternative U would have a greater impact on the proposed Chevron Texaco mitigation bank by cutting through the proposed bank. The other alternatives skirt the northern edge of the proposed bank.

Owen mentioned that the land between Willowdale and the Salvador WMA is potentially a future mitigation area for another project.

d. Secondary Induced Development Impacts –Arcement stated her concern of secondary development along the Alternative U alignment.

Mahoney replied that there is less secondary development in the corridor due to the amount of elevated structure required within this project. Secondary development should not be as great of a concern since the control of access facility has limited interchanges.

Barlow asked if FHWA would be willing to commit to no additional interchanges than what is indicated if Alternative U were selected.

Mahoney stated yes, he believed that FHWA would commit and this could be included in the EIS.

e. Davis Pond Diversion Project - Ettinger reminded everyone that around \$100 million was invested in the Davis Pond project to restore wetlands in the vicinity of the Alternative U alignment.

Ownership of Davis Pond became an issue. Barlow clarified that the USACE only has a servitude for flowage across the Davis Pond property. The land owners are private. The mitigation of the area was believed to be done by the levee district. Barlow suggested that questions concerning the right-of-way information for the Davis Pond project could be answered by the Project Manager, Jack Fredine. The Consultants will contact him.

f. Willowdale Conservation Servitude – All were in agreement that the U.S. Department of Justice, with concurrence of USACE and USEPA, must obtain a Federal Court Order to allow Alternative U to traverse through this servitude. This court action would only occur after the agencies agreed that Alternative U was

permissible and all parties of the original Court Order were in agreement of the proposed action. With this said, the court action was still not guaranteed.

g. *Salvador Wildlife Management Refuge* – This WMA may have a management plan that includes recreation within the proposed Alternative U, which would qualify it as a 4(f) property. This will be determined when LDWF sends plan.

h. *Threatened & Endangered Species* - Alternative U was modified slightly from the original alignment to avoid the T&E sites believed in the vicinity of Davis Pond. The proposed Alternate U is aligned outside of the 1,500 feet buffer of each site.

Barlow inquired about the dates of the T&E information that is being used. It was not immediately known, but it was received by DMJM+HARRIS through ARCADIS from USFWS since the beginning of the I-49 project.

Costa summarized that based on all discussion comments, he would recommend that DOTD and FHWA not include Alternative U as a proposed action in the DEIS. Rather, he proposes that it will be discussed in the Alternatives Analysis of SIU 2 in as much detail necessary to fully document its consideration in response to the St. Charles Council. The documentation for Alternative U, therefore, would be in greater detail than other alternatives that were considered, but eliminated from further investigation.

Costa asked if there were any comments concerning Link 4. He stated that 4B is the only alternative that has a large number of takings. No comments were made by the agencies.

B. Consideration of an Interchange at LA 306 vs. US 90 between Des Allemands and Paradis

The St. Charles Parish Council also requested that under any selected alternative, the interstate would have an interchange with LA 306, rather than on US 90 between Des Allemands and Paradis. They believe that by the year 2030, property along LA 306 (Bayou Gauche Road) will have developed at a much faster rate than Des Allemands, and the interchange would serve more people. An interchange at both US 90 and LA 306 is not viable due to geometric criteria requiring a minimum distance between ramps.

In response to the Council's request, two concepts were presented to the meeting for discussion.

Concept 1 - The first concept moves the interchange from US 90 to LA 306 for Links 3A and 3B. Under this scenario, a realistic Phase 1 construction segment would start at this interchange and end at I-310. This would require realigning existing US 90 to route traffic directly to the interchange. Since the adjacent land elevation drops from 4.0 to -6.0 feet, a relocated US 90 could require a 350 feet wide right-of-way to enclose the footprint of the substantial fill section needed to keep US 90 above the 50 year flood elevation. This concept is estimated to cost \$20 million more than Concept 2 when SIU-2 is complete. The cost could be even higher if the fill section must be replaced by roadway on structure.

Issues relating to Concept 1 include:

- the fragmentation of habitat due to the fill section,
- hydrology segmentation of potential wetlands in the proposed mitigation bank,
- possible interference with creation of the proposed mitigation bank,
- additional cultural resource investigations, and
- future classification of the US 90 segment through Paradis.

Concept 2 – The second concept utilizes the existing design of the US 90 interchange, but includes a connecting road directly to LA 306. The new connecting road would approximately follow the existing CO2 Lane alignment.

Issues relating to Concept 2 include:

- possible interference with the proposed mitigation bank, and
- additional cultural resource investigations,

Barlow said CO2 Lane may be slated for removal under the mitigation bank proposal.

The Consultant Team suggested that if LA 306 interchange concepts are included in the DEIS as Build Alternatives, additional field work would be required. While this would not be extensive for the connecting road in Concept 2, the relocation of US 90 and the LA 306 interchange in Concept 1 would clearly be out of the Consultant's scope. It also raises the next issue of whether or not to add these options to the SIU 1 DEIS. Costa stated that unless specifically instructed otherwise by LDOTD, the Build Alternatives in SIU 1 will not be changed in the DEIS.

Mahoney stated that LA 306 actions are separate from the I-49 Purpose and Need and will be addressed by someone else in the future. The consultants intend to include the discussion of the Council's request and the options considered, but would not include the proposals as part of a proposed action in SIU 1 or SIU 2.

II. Link 5 and Link 6

Costa reviewed Links 5A, 5B, 5C, and 6. The Jefferson Parish Council adopted a resolution requesting that 5B be carried into the DEIS, along with 5A. Also, a joint letter was received from the Parish President and the Councilmen representing the project area in support of including 5A and 5B, but not 5C. 5C is not supported by the Parish.

Ettinger said that his initial opinion for choosing an alternative would be 5A, since it clearly appears to be the least environmentally damaging, primarily because it is on the existing alignment. If for some reason 5A were not practicable, the second choice would probably be 5B because it appears to be the second least environmentally damaging as it re-enters existing US90 corridor sooner.

Barlow asked about the noise impacts to subdivisions in Avondale with Alternative 5B, and questioned if the neighborhood is subject to Environmental Justice.

Maloney said the demographics suggest that it is not an Environmental Justice area. The area is primarily middle to lower income with a mixed race population and is above the poverty line. There is greater concern of a potential EJ neighborhood north of US 90 with Alternative 5A.

A discussion began regarding the disproportionate aspect of Environmental Justice. It was generally recognized that, for example, routing the road through Boutte to avoid disrupting the commercial interests of a middle class family could be viewed as EJ.

Ettinger provided a copy of the CEQ's guidance on Environmental Justice, which is available on the website.

It was stated that Arcadis will have the completed noise study in the next couple of weeks.

Barlow stated that he did not have enough information to make a choice for 5B or 5C.

III. Meeting Conclusion

It was asked when the DEIS will be issued. Costa stated that the SIU1 DEIS would be distributed in mid-February, and SIU 2 is on the schedule for 2 - 4 weeks later. He also stated that the schedule would be influenced by the client's final decisions regarding the LA 306 interchange, adding it to SIU 1, and Alternative U. The additional of any of these to the build alternatives would delay the project.

Ettinger stated that EPA would be willing to review any preliminary information in regards to the wetlands, rather than waiting for the entire DEIS submittal. Hamilton stated that USFWS would also be willing to assist by reviewing early drafts.

Mahoney replied that he appreciated the offer, but he thinks EPA will need to look at all the factors involved with the decision making process, not just one aspect such as the wetland portion. Mahoney requested that all parties agree that any documents reviewed by the Regulatory Agencies would be viewed as working documents and information submitted may not necessarily end up in the final document. The Agencies agreed that the document will be a working document and group input is appreciated.

Costa thanked everyone for attending the meeting and asked if there were any additional items to be discussed.

Meeting adjourned at 11:40am.

Minutes
Meeting to Select Alternatives for SIU 2
3:00 PM, November 17, 2004
DOTD Headquarters
Baton Rouge, LA

Attendees:

DOTD: Ken Perret, Mike Aghayan, Vince Russo, Nick Kalivoda, Mike Schiro
FHWA: Bill Farr, Bob Mahoney
DMJM+HARRIS: Lou Costa, Gene Gillen

Purpose of Meeting:

The meeting was held to review prospective alternatives for SIU 2 based on comments from regulatory agencies at October 14, 2004, meeting, and to select alternatives to include as Proposed Actions in SIU 2 DEIS.

Discussion:

The major issues included:

- A. Alternative U, the southern bypass alternative to 3A, 3B, 4A, and 4B, proposed by the St. Charles Parish Council pursuant to their resolution passed at their September 7, 2004, meeting. DOTD had agreed to present the Alternative to the agencies for comment with other potential SIU 2 alternatives, which took place on October 14, 2004;
- B. The request by the St. Charles Council to have an interchange at the crossing of I-49 and LA 306 for whatever alternative is selected, and
- C. A choice between 5B, preferred by Jefferson Parish Council Resolution, and 5C as the second alternative for Link 5.

A. Alternative U

In reviewing the comments of the regulatory agencies at the meeting on October 14, it was recalled that they clearly indicated that they did not think it likely that Alternative U would be the least damaging alternative. It simply traversed too many more acres of wetlands than the alternatives including areas with special status or protection. These include:

- The Willowdale Conservation Servitude that, by Federal Court Order, cannot be developed including having public roads. To build here, the USACE and the USEPA would have to agree that it was the least damaging alternative and join with the USDOJ in going back to court to change the order;
- The Davis Pond Diversion Ponding Area that was created at a great expense (about a \$100 million) to reclaim the wetlands. If the highway could damage the function of this facility, it could not be routed here, and
- The Salvador WMA, which has a management plan that may indicate that recreation is a component in which case it would be a 4(f) property. A 4(f) property cannot be used for transportation unless it is demonstrated that there is no feasible alternative and that all efforts have been made to minimize the impacts. This uncertainty exists because the LDWF cannot locate the plan at present.

Consideration was given to these issues and to the facts that

- While sufficient traffic would be diverted to I-49 under Alternative U to justify its construction, 10,000 more trips would remain on US 90 and there are other reductions in local traffic improvement based on the lack of interchanges; and
- Although it is not estimated to have the highest construction cost, it is not the least expensive and it cannot be easily divided into smaller construction sections.

It was determined that

1. Alternative U would not be included in the SIU 2 DEIS as a proposed action, but would be discussed as proposed by agencies and agreed to by consultants on October 14;
2. That consultant would prepare a transmission letter and a report to the St. Charles public officials, and
3. Consultant would arrange a meeting of DOTD and FHWA with the Parish President, the Council Chairman, and such other officials as they may invite to present this report and to discuss the project.

B. LA 306 Interchange

At a meeting between DOTD and the St. Charles public officials on September 29, 2004, at the time that Alternative U was selected as the southern bypass alternative, the officials asked that there be an interchange withal 306. This has been studied by the consultants and it was presented and discussed at the agency meeting. It was understood that there cannot be an interchange both at LA 306 and with US 90 as shown on Alternatives 3A and 3B due to the proximity of the two sites. The request was based on the belief that the Bayou Gauche area served by LA 306 (Bayou Gauche Road) will develop to a greater extent than the US 90 corridor.

The two potential solutions as presented at the October 14 meeting were discussed.

It was determined that

1. No interchange would be included in the I-49 project because of
 - a. the possibility of it being considered a secondary and cumulative impact by encouraging development in the LA 306 corridor and
 - b. as discussed on October 14, it is outside the Purpose & Need of I-49;
2. The consultant should prepare a communication to the St. Charles public officials informing them and offering to discuss it with them at the meeting to be called to discuss Alternative U; and
3. That it should be understood that this would have to be a separate project and that the currently proposed interchange at US 90 could easily be connected by this future separate project if it were feasible and obtained NEPA approval.

C. Alternative 5B or Alternative 5C

There was a brief discussion of the relative merits and issues between the two alternatives. The cost and traffic estimates vary so little as to provide no discriminating issues. There were some questions concerning potential impacts on residents of Avondale, but these were not discriminating issues either. The Jefferson Parish Council, the immediately affected land owner, and the Parish President have all expressed a preference for 5B over 5C. The only agency to comment was USEPA who also preferred 5B over 5C, but prefers 5A over them both.

It was determined that

1. 5B would be the alternative proposed action to 5A in the SIU 2 DEIS.

Summary

The meeting determined that the following Alternatives would be pursued in each Link in SIU 2:

Link 3 - 3A and 3B. These are the same as the alternatives for SIU 1 in the same Link.

Link 4 – 4A and 4B. These are the same as the alternatives for SIU 1 in the same Link.

Link 5 – 5A and 5B.

Link 6 – 6A.

Alternative U will be discussed in the DEIS, but not advanced as a proposed action.